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ESTABLISHED 1845

No. 27,144 HONG KONG, THURSDAY, APRIL 4, 1929. PRICE \$3.00 Per Month.

INDIAN FRONTIER FERMENT

TRIBAL OUTBREAK

"WAR FACTORIES" WORKING NIGHT AND DAY

BRITISH MAY BE INVOLVED

Calcutta, Yesterday. The war factories on the North West Frontier are working day and night to provide munitions for the Shah and Suri operations. It is stated that the Afridis have repulsed the Shias, who retired to their own forts to prepare for further onslaughts, but a large force of Afridis are due to leave the outskirts of Peshawar on April 4, and, if they succeed in pushing back the Shias beyond certain limits, British intervention will become necessary.—Reuter.

[A telegram from Calcutta, dated April 1, stated:—Trouble has again broken out on the North West frontier between the Sunnis, Shah and Mohammedan sects in Tirah, in the Afridi country, the dangerous aspect of which is the likelihood of it spreading to other tribes and starting a general upset along the frontier.

The Shias for a long time have been building forts along the border of the "Guaranteed Area," north of Kohat-Thal pass on British territory, which the British gave to them in 1917 after the Sunnis had expelled them from territory which they are now apparently bent upon regaining.

The Sunnis' eyes have not been shut and they also have built forts and have been helped by the Afridis, who are doing their utmost to stem the Shias' advance.

It is feared that those allies will launch a big counter drive and invade British territory, which would necessitate British intervention. A Kohat column is standing-to and aeroplanes are constantly reconnoitring.]

PRINCE OF WALES

FLIES TO BOGNOR TO SEE THE KING

London, Yesterday. The Prince of Wales flew to Bognor today to spend the day with his parents.—Reuter.

The Return Journey. At the conclusion of his visit, the Prince of Wales with a parachute strapped to his back, clambered into the rear seat of the aeroplane and returned to London in sixty minutes.

The weather was in nowise ideal, the sky being overcast with a strong, gusty wind.—Reuter.

A Surprise Visit. London, Yesterday. The King passed a good day and despite the cold winds he was out walking both morning and afternoon.

The Prince of Wales flew to Bognor this morning to spend the day with the King and Queen at Craigwell House. He motored to the Northolt Royal Air Force aerodrome, in Middlesex, where a special aeroplane was awaiting him.

Squadron-Leader Don, who has piloted the Prince on previous flights, was the pilot.

The visit took the King and Queen by surprise. Their Majesties were walking in the grounds when a telephone message was received stating that the Prince was on his way, and a car was despatched to Tangmere Aerodrome to meet him.

Three aeroplanes from the Aerodrome went up to welcome the Prince, who made the journey by air not to save time but because he preferred the air journey.

The aeroplane stood by at Tangmere until the afternoon when the return journey was made in 35 minutes.

The Prince spent four and a half hours at Craigwell House.

By an arrangement made last year a "Bristol Fighter" plane of Royal Air Force communication squadron, at Northolt, is kept in the ready for the Prince whenever he decides to travel by air to keep an engagement.—British Wireless Service.

After the maid had been called from New House Farm, Northfleet, Kent, a safe containing £100 in gold and silver, was stolen.

M.C.L. AND GUILD

REVIEW OF PAST YEAR'S ACTIVITIES

"A HEALTHY BUDGET"

The annual meeting of the Hong Kong Women's Guild and Ministering Children's League was held at the Helena May Institute this morning.

Mrs. W. T. Southorn, President of the Guild, and League for 1929, was in the chair, and she was supported on the platform by Mrs. H. T. Creasy, Vice-President, Mrs. E. I. Wynne-Jones, Hon. Treasurer, and Mrs. J. D. Lloyd, General Hon. Secretary. There was a large attendance of members.

On the suggestion of Mrs. Southorn the annual report and balance sheet, which had been circularised among the members, were taken as read.

Mrs. Creasy then read the names of the Committee for 1929 as follows:

Patroness: Lady Clementi; President: Mrs. W. T. Southorn; Vice-President: Mrs. H. T. Creasy; Hon. Secretary: Mrs. J. D. Lloyd; General Hon. Treasurer: Mrs. E. I. Wynne-Jones.

Hong Kong Branch representatives—Mrs. Byron (Naval); Mrs. Robinson (Military); Mrs. Shen (The Peak); Mrs. Burlington (Police); Mrs. B. D. F. Beith (Peak Children's Branch); Mrs. H. Taylor (Victoria); Mrs. McLeod (Princess); Mrs. McCormack (Quarry Bay);

Kowloon representatives—Miss Atkins (St. Stephen's Girls' College); Miss Kotewall (St. Paul's Girls' School); Miss Skinner (Bellios Girls' School); and Miss Mow Fung (Bellios Old Girls' Association).

Comments on Report

Mrs. Southorn said:—This meeting is not the occasion for a speech, but there are just one or two remarks I should like to make. I think that all connected with the M.C.L. and Hong Kong Women's League must feel that the report is eminently satisfactory.

During 1928 we realised over \$19,000—the best result since the bumper years of 1922 and 1923 which have even then only exceeded the present result by about \$1,500. By looking to this result, I am conscious of one great omission in the report and that is praise due to Mrs. Creasy. It was Mrs. Creasy who wrote the report, so the reason is not far to seek. But, as acting Patroness, it is a very pleasant duty to express our unstinted thanks to Mrs. Creasy. She is an old friend of mine, but I shall not be accused of undue bias when I say that enthusiasm, cheerfulness, and efficiency, Mrs. Creasy is hard to beat.

I am conscious of a slight feeling of apprehension in taking up the President's office again, but when the results of 1929 shall be totalled up I—or they—will be weighed in the balance and found wanting, in comparison with 1928. But I rejoice in this healthy budget of 1929 with all my heart. Among various sections in Hong Kong we are looked upon either with amused tolerance or as a perennial pest or with friendliness and enthusiasm. That the latter feeling predominates is obvious from the result—you cannot beat your last year's record and produce \$19,000 without a real backing. We feel that we have these countless friends and workers of all communities ready and willing to help all the good causes to which the \$19,000 are allocated.

All Organisations Helped

While on this subject, I should like to point out that every new organisation that made an application to us this year for assistance was given a sum out of our surplus after dealing with the old organisations which we have supported for years past.

I thank all who have worked so loyally with us during the past year. Some have left us, alas, but we welcome those who have stepped into their places. A special word of thanks must be expressed to Mrs. Charnock who worked so capably as Hon. Secretary for last year, and we welcome Mrs. Lloyd as her successor.

Personally, I wish to express to the Press my sense of deep indebtedness to them for unfailing and invaluable assistance. We have plans for the future and we hope to crystallise them at a meeting shortly.

We propose to conduct our campaign on different lines this year to mark the tenth anniversary of the founding of the League and Guild.

Plans for Next Year

Afterward Mrs. Southorn said that she understood that some of

CANTONESE GLAD

EFFECT OF DECLARATION FOR PEACE

SWATOW ANXIETY PASSES

[By Our Political Correspondent]

By far the greater majority of the 30,000,000 people in the province of Kwangtung are glad that events took the sudden turn on Easter Eve (March 30) which led to the pro-Kwangsi regime in Canton being supplanted by Cantonese administrators.

Anxiety following the broadcasting of an ultimatum to Marshal Chiang Kai-shek has passed, even in Swatow, where initial arrangements to transfer the garrison—and leave the hinterland vulnerable—were made and an invasion by Communists from Kiangsi and Fukien provinces threatened. Although General Chu King-tong, the officer in charge, has maintained reticence, his immediate subordinates have acted in a manner that can only be construed as indicating obedience to Canton—and, of course, to Nanking.

Li Chai-sum Net to Return?

Canton is returning to "normal" after the first scare of being embroiled in the war. Any possible friction in the exodus of Kwangsi units from Kwangtung has been avoided, the Kwangsiites handing over to the Cantonese and marching off to positions along the northern frontier of Kwangtung.

Best informed opinion in Canton becomes more inclined daily to the view that the term of Marshal Li Chai-sum's office in Canton as "No. 1" since 1926 has expired.

Even if he were re-appointed by Nanking—which is considered most unlikely—he will probably be despatched to a supervisory, but neither administrative nor executive, post in some other part of China.

His release at the first opportunity favourable to Nanking is a foregone conclusion.

Comments on Report

Mrs. Southorn said:—

This meeting is not the occasion for a speech, but there are just one or two remarks I should like to make. I think that all connected with the M.C.L. and Hong Kong Women's League must feel that the report is eminently satisfactory.

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A. C. BYNER,
Chief Manager.

Hong Kong, 18th September, 1927.

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A. LEGOT,
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Hong Kong, 28th Nov., 1928.

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Manager.

Hong Kong, 11th March, 1929.

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ANGLO-CHINA MELAKA

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ANGLO-CHINA KLANG

ANGLO-CHINA ZAMBANOA (Philippines Islands)

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Hong Kong, 8th January, 1929.

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ORDERS FOR BRITISH FIRMS

Messrs. Babcock and Wilcox, Limited,

have secured from the London Power Company, Limited, the entire contract for the steam-raising plant required in connection with the first section of the new Battersea electric power station. The installation comprises six Babcock C.T.M. water-tube steam-raising units, each capable of evaporating 250,000 lb. of water per hour under normal conditions, and a maximum continuous rating of 312,000 lb. per hour. The Central Electricity Board has placed an order for the second section of the plant, which will be completed in 1932, and the total capacity will be 600,000 lb. per hour. The total cost of the plant is estimated at approximately £400,000, for the construction of the 132,000-volt transformers in the area of the South-East of England scheme, with Messrs. Ferranti, Limited, Hollinwood, Lancashire, and Messrs. Fuller Electrical and Manufacturing Company, Limited, Chancery-lane, London, W.C.2.—In connection with the regional station of the British Broadcasting Corporation, which is to be erected at Brookmans Park, Finsbury, an order has been placed with the D.P. Battery Company, Limited, Birketts, Derbyshire, for a battery of 115 cells with a capacity of 1,050 ampere hours. The same company has received orders for the construction of the 132,000-volt transformer in the area of the South-East of England scheme, with Messrs. Ferranti, Limited, Hollinwood, Lancashire, and Messrs. Fuller Electrical and Manufacturing Company, Limited, Chancery-lane, London, W.C.2.—In connection with the regional station of the British Broadcasting Corporation, which is to be erected at Brookmans Park, Finsbury, an order has been placed with the D.P. Battery Company, Limited, Birketts, Derbyshire, for a battery of 115 cells with a capacity of 1,050 ampere hours. The same company has received orders for the construction of the 132,000-volt transformer in the area of the South-East of England scheme, with Messrs. Ferranti, Limited, Hollinwood, Lancashire, and Messrs. Fuller Electrical and Manufacturing Company, Limited, Chancery-lane, London, W.C.2.—In connection with the regional station of the British Broadcasting Corporation, which is to be erected at Brookmans Park, Finsbury, an order has been placed with the D.P. Battery Company, Limited, Birketts, Derbyshire, for a battery of 115 cells with a capacity of 1,050 ampere hours. The same company has received orders for the construction of the 132,000-volt transformer in the area of the South-East of England scheme, with Messrs. Ferranti, Limited, Hollinwood, Lancashire, and Messrs. Fuller Electrical and Manufacturing Company, Limited, Chancery-lane, London, W.C.2.—In connection with the regional station of the British Broadcasting Corporation, which is to be erected at Brookmans Park, Finsbury, an order has been placed with the D.P. Battery Company, Limited, Birketts, Derbyshire, for a battery of 115 cells with a capacity of 1,050 ampere hours. The same company has received orders for the construction of the 132,000-volt transformer in the area of the South-East of England scheme, with Messrs. Ferranti, Limited, Hollinwood, Lancashire, and Messrs. Fuller Electrical and Manufacturing Company, Limited, Chancery-lane, London, W.C.2.—In connection with the regional station of the British Broadcasting Corporation, which is to be erected at Brookmans Park, Finsbury, an order has been placed with the D.P. Battery Company, Limited, Birketts, Derbyshire, for a battery of 115 cells with a capacity of 1,050 ampere hours. The same company has received orders for the construction of the 132,000-volt transformer in the area of the South-East of England scheme, with

THE CHINA MAIL,

Phone C. 22
FOR
CLASSIFIED
ADVERTISING

Twenty-five words three insertions prepaid \$1. Every additional word four cents for three insertions.

All replies under this heading must be called for.

WANTED

WANTED.—English couple require small furnished house or flat, Hong Kong central or Kowloon near Star Ferry. Apply Box No. 592, c/o "China Mail."

WANTED.—English Woman seeks daily employment. Capable, child's nurse. Apply to Box 580, c/o "China Mail."

WANTED.—For Young English Girl passage or part passage to England in return for services. Reply: Mrs. J. McCormack, The Bungalow, Quarry Bay.

FOR SALE.

FOR SALE.—Six cylinder 2-Seater Buick. Perfect condition. Mileage 19,000. Owner driven. Apply Linstead & Davis.

FOR SALE.—One Morris Oxford Motor Car 1928 model, 5 Seater, in perfect condition. Owner driven. Apply Box No. 589, c/o "China Mail."

FOR SALE.—1930 Opel Cars, 9/16 H.P. Four Passengers Touring and 30/60 H.P. Seven Passengers Pullman Limousine de Luxe. Apply Lyen Bros., China Bldgs. Phone C. 3213.

FOR SALE.—"Barkers" Sai Wan. A fine 4-Roomed Bungalow with large Garden. For full particulars apply Box No. 595, c/o "China Mail."

TO LET.

TO LET.—GODOWN, 150, Praya East. Apply: GANDE, PRICE & CO., LTD.

TO LET.—One Front and One Back Room. Can be let together or separately; use of kitchen and bathroom. Apply to: Mrs. Chan, Orient Building, 387, Nathan Rd.

TO LET.—Offices to be let in Queen's Road, Central. Apply to E. D. SASSOON & Co., Ltd. French Building.

TO LET.—"Norman Cottage" East, Seth's Corner, Furnished 6 roomed house. Garage for Austin "7." Early occupation. Apply to Percy Smith, Seth & Fleming.

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed—"China Mail" Office, No. 3A, Wyndham St. Telephone Central 22.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
Camb. Teacher's Diploma).

MISS GERTRUDE TURNER
(National Frodel. Higher Certificate).

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Kodaks and Cameras.
Films. Plates and Papers, etc.
Developing, Printing and
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ZIESS and BUSCH FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

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26, Des Voeux Road C.,
Hong Kong.

SPORTING GUNS AND ACCESSORIES.

GUNS: Greener, Webley & Scotts, B.S.A., J. W. Needham & Raick, Fred. A. Rifts — Revolvers, S. & W., Rifle Accessories, Adventure Sights—Sporting requisites Cartridges to suit all bores.

THE HONG KONG SPORTING ARMS AND AMMUNITION STORE
5-6, Beaconsfield Arcade.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, the 5th April, 1929,
commencing at 11 a.m.
at No. 8, Aimai Villas, Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE

Comprising:—

Teak Hatstand, Chesterfield
Couch and Chairs, Large Arm
chairs, Blackwood Folding Screen,
Blackwood Table, Blackwood Tea
Tables, Blackwood Curio Cabinet,
Curtains, Electricians, Oil Paint
ings, Water Colours, Ornaments,
Carpets, Ceiling Fans, etc., etc.

Teak Dining Table, Dining
Chairs, Teak Sideboard with
Mirror, Teak Glass Cabinet,
Crockery, Glassware, etc., etc.

Teak Bedsteads, Double and
Single Teak Wardrobes, Teak
Dressing Tables with Triple Mirrors,
Teak Marble Top Washstand,
Teak Chest of Drawers, Teak
Desks, Tables, Chairs, etc., etc.

also

One Piano by F. Rachals & Co.

One Iron Safe

and

One Crystal Refrigerator.

On View from Thursday, the 4th
April, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers

Hong Kong, 30th March, 1929.

THE Undersigned have received
instructions to sell by Public
Auction

ON MONDAY, the 8th April, 1929,
commencing at 2.45 p.m.,

at No. 1, Stanley Terrace (Middle
Floor), Quarry Bay, immediately
above West Gate, Taikoo Dock
Yard.

A Quantity of
HOUSEHOLD FURNITURE

and

One Cottage Piano by Anderson
Music Co.

(Particulars from Catalogue.)

On View from Sunday, the 7th
April, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers

Hong Kong, 3rd April, 1929.

THE Undersigned have received
instructions to sell by Public
Auction

ON

FRIDAY, April 12, 1929,
commencing at 10.30 a.m.,

at the Standard Oil Company's
Installation, Laichikok.

A Large Quantity of
SURPLUS STORES

Comprising:—

Anchor, Brass Bushing, Burner
(complete Fuel Oil Burning Out-
fit), Leather Belting, Watchman
Clocks, Westinghouse Dynamos,
Engines, Faucets, Hydrant, S. G.,
Reviving Hammers, Wire Wound
Hose, R. H. Lace, Motor, Pipe
Threading Machine, Rotary Pumps,
Screw Drivers, Screws, Hand Taps,
Tees, Spar Varnish, Valves, Delco
Lighting Plant, etc., etc.

A QUANTITY OF FURNITURE
including:—

Desks, Dressing Tables, Side-
boards, Washing Tables, Ward-
robes, Door Mats, Mattings, Elec-
tric Ceiling and Table Fans,
Tables, etc., etc.

On View from Tuesday, April 2,
1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers

Hong Kong, March 25, 1929.

NOTICE TO SHIP OWNERS,
MASTERS & AGENTS.

The Yuen Wo Seamen's
Institute always has men
available to ship as watch-
men, seamen, &c.

Our men are employed
by the leading passenger
lines. We guarantee satis-
faction.

Please phone or call:—

K.661 — No. 2, Saigon
Street, Yaumati or

C.2560 — No. 36, Tung
Man Street.

250 CASH FOR POEMS

250 is offered in Cash Prizes for poems.

Full particulars free. MSS. of all de-

scriptions also required, both for book

issue and for magazines. No reading

fees. Current lists and booklets of

commendation on application.

ARTHUR H. STOCKWELL LTD.

29, Ludgate Hill, London, England.

NOTICES.

THE CHINA LIGHT & POWER COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN
that an EXTRAORDINARY
GENERAL MEETING of the above
Company will be held at the Offices
of Messrs. Shewan, Tomes & Co.,
the General Managers of the said
Company "St. George's", Building,
Hong Kong, on MONDAY, the 6th
day of May, 1929, at 12 o'clock
Noon, when the subjoined Resolu-
tions will be proposed as
Ordinary Resolutions.

1. That the authorised capital of
the Company (which is now
\$3,600,000 divided into 720,000
shares of the nominal value of \$5
each, the whole of which have been
issued) be increased to \$5,000,000
by the creation of 280,000 addi-
tional shares of the nominal value
of \$5 each ranking as from date
of allotment for dividend and in
all other respects pari passu with
the shares constituting the Com-
pany's present issued capital.

2. That 80,000 of the said 280,
000 additional shares be offered
forthwith in the first instance (in
the proportion of one new share
for every complete number of nine
existing shares held by them re-
spectively) to the members of the
Company who on the 6th day of
May, 1929, are registered in the
Company's Share Register as the
holders of the said 720,000 shares
at par and so that on acceptance
of the offer the full nominal amount
of \$5 due in respect of each such
share taken up shall be paid not
later than the 4th day of July,
1929.

And that such offer be made by
notice specifying the number of
shares to which the member is
entitled and limiting a time within
which the offer if not accepted by
the member on behalf of himself
or his nominee will be deemed to be
declined, and that the Directors of
the Company be at liberty to fix
such time and to extend it to such
date or dates and upon such terms
as they may think fit.

3. That the remaining 200,000
additional shares be issued in such manner
at such time or times and upon such terms
as they may think fit.

4. That the remaining 200,000
additional shares be issued in such manner
at such time or times and upon such terms
as they may think fit.

THE TRANSFER BOOKS of the

Company will be CLOSED from

MONDAY, the 15th day of April, 1929,

to SATURDAY, the 4th day of May, 1929 (both days in-
clusive), during which period no trans-
fer of shares can be registered.

5. That the remaining 200,000
additional shares be issued in such manner
at such time or times and upon such terms
as they may think fit.

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26. That the remaining 200,000
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DODWELL & COMPANY, LTD.
FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIFETE (FIOULE).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £75.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

S.S. "ROSANDRA" Sails on or about 16th April.
M.V. "ROMOLO" Sails on or about 26th April.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "VIMINALE" Sails on or about 7th April.
S.S. "DUCHESSA D'AOSTA" Sails on or about 26th April.
M.V. "ESQUILINO" Sails on or about 30th April.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMZUMBU" Sails from Calcutta 2nd May.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD. Agents.
Telephone Central 1030.



THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£120, £112, £110, £102, £83, via San Francisco.

£540, £5420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

KOREA MARU Wednesday, 17th April.

SHINYO MARU Wednesday, 1st May.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

YOKOHAMA MARU Monday, 8th April.

MISHIMA MARU Saturday, 6th May.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

HAKUSAN MARU Saturday, 6th April.

KITANO MARU Saturday, 20th April.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 24th April.

KAGA MARU Wednesday, 22nd May.

BOMBAW via Singapore, Penang, Colombo.

AWA MARU Thursday, 11th April.

† BENGAL MARU Saturday, 27th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

RAKUYO MARU Friday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU Friday, 5th April.

NEW YORK via PANAMA.

† TOBIA MARU Friday, 19th April.

LIVERPOOL via Port Said, Geneva, Marseilles.

† LIMA MARU Friday, 19th April.

CALCUTTA via Singapore, Penang & Rangoon.

† GENOA MARU Monday, 8th April.

† RANGOON MARU Tuesday, 16th April.

SHANGHAI, KOBE & YOKOHAMA.

† NAGANO MARU (Moji direct) Saturday, 6th April.

KATORI MARU Monday, 15th April.

† TOYOHASHI MARU Friday, 19th April.

*Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information apply to NIPPON YUSEN KAISHA.

Tel. Central No. 292 and 3893. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

ALASKA MARU Thursday, 11th April.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.

LAFLATA MARU Tuesday, 23rd April.

BOMBAY—Via Singapore & Colombo.

SRUNGKO MARU Friday, 5th April.

CHIKUKO MARU Friday, 19th April.

DURBAN, LUNGUZO MARQUEZ, BEIRA, DAM-ES-SALAM, ZANZIBAR & MONBASA—Via Singapore & Colombo.

MEXICO MARU Thursday, 2nd May.

CAI-LI-TA—Via Singapore, Penang & Rangoon.

BORNEO MARU Wednesday, 24th April.

VICTORIA SEATTLE, TACOMA & VANCOUVER—Via Japan Ports From

Shanghai.

ALABAMA MARU (From Shanghai) Wednesday, 10th April.

MELBOURNE—Via Manila, Brisbane & Sydney.

BURMA MARU Saturday, 6th April.

BANGKOK—Via Saigon.

HAIPHONG—Via Hoi An.

MENADO MARU Thursday, 11th April 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS Thursday, 4th April.

SOURABAYA MARU Tuesday, 9th April.

ANDES MARU Wednesday, 17th April.

KEELUNG—Via SWATOW & AMoy.

HUAN MARU Sunday, 7th April 3 p.m.

TAI-LO—Via SWATOW & AMoy.

SOURABAYA MARU Thursday, 4th April.

For further particulars please apply to OSAKA SHOSEN KAISHA.

Tel. Central No. 4084, 4089, 4090.

M. TAKEUCHI, Manager.

SHIPPING SECTION.



400 TOURISTS

YOUTH AND BEAUTY ON THE
"FRANCONIA"

NOTABLES ON BOARD

Youth and beauty provide a large quota of the 400 round-the-world tourists on the Cunard liner, the R.M.S. "Franconia," which arrived alongside Kowloon wharf yesterday on her annual visit to this port.

Details of the tour here were given in a special supplement yesterday and it was also announced that permission can be obtained from Messrs. Thos. Cook & Son's to go aboard the liner.

Among the notable passengers are H.E. Mrs. Jane de Lanczy, who is related to the Hungarian Royal Family; Judge Frederick Lawson of Boston; one of the leading figures in the social life on board, Mr. M. Hirschberger, a prominent broker of New York whose genial personality has done much to make the cruise a success; Mr. S.-P. Colt, the son of Ethel Barrymore, a well-known actress; Mr. N. K. Moody, oil magnate; Mr. and Mrs. W. L. Hornold of Los Angeles (Mr. Hornold is a well-known banker); Mr. Keyser of Baltimore; Mr. and Mrs. Otis (Mrs. Otis is the sister of Mrs. Frank E.

S.S. "CEYLAN"

THE EXTENT OF HER DAMAGE

CHILLED MEAT CARGO

Bordeaux, Yesterday. Divers have found a hole in the a.s. "Ceylan" only three feet by four inches.

Another steamer has been sent to help to keep the refrigerating machinery going to prevent damage to the cargo of chilled meat. Reuter.

ARMS ON A LAUNCH

The manager of the motor launch, "Tung Chuen" was charged at the Kowloon Magistracy yesterday before T. S. Whyte-Smith, with having in his possession, one shot gun, one rifle, four automatic pistols and 117 rounds of ammunition.

Mr. D. H. Blake appeared for the defence.

Inspector Ogg stated that defendant had committed only a technical offence. The Police was satisfied that he attended at the Harbour Office and declared the arms being on board the launch.

Defendant was discharged with a caution.

DRASTIC ORDER

SHIPS WITH ORIENTALS ARE BARRED

Seattle, March 28. Steamship companies are undecided as to what course of action they will pursue to meet a drastic order by E. T. Handley, health commissioner, to the effect that ships carrying Asiatics in their steerage will be barred from Seattle docks.

The order becomes effective immediately. Ships must stop at Alki Point, four miles north of Seattle, unless some satisfactory arrangements are made to protect the city.

Officials of the Dollar Lines and Canadian Pacific Company know nothing about the new order. They refused to comment on the above cable until duly advised of the regulation. The new order, according to them, however, will not affect immigration of Asiatics in general, although it would mean another extra expense for the landing of passengers at Alki Point.

Seattle, March 28. The Seattle City Council is planning to appropriate \$25,000 immediately for quarantining facilities for steerage passengers on trans-Pacific boats as a result of the recent influenza epidemic.

This action was urged by the Public Health Committee.

Washington, March 28. Senator Samuel Shortridge of California to-day conferred with Surgeon General Cummings regarding steerage passengers on Pacific ships, after "Stanley Dollar" of the Dollar Line had completed impounding of ill passengers in large numbers at Seattle and San Francisco.—United Press.



USE the Canadian Pacific Route
to Europe and dispose of all
the troublesome details that usually
arise out of a 10,000 mile overseas
journey.

When you travel Canadian Pacific there
is only one transaction—the initial one
between our agent and you. Your trip
across the Pacific, across Canada, and
across the Atlantic is made on Canadian
Pacific ships and trains; your stopovers
at Canadian Pacific hotels.

One ticket
One service
The utmost
in speed and
comfort.

CANADIAN PACIFIC

Next sailing to the Pacific Coast

S.S. "EMPERESS OF FRANCE"

At Noon—April 10th, 1929.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

APRIL SAILINGS

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

APRIL

SUN. 7th MON. 22nd
FRI. 12th SUN. 29th
WED. 17th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

APRIL

TUES. 4th SAT. 20th
MON. 15th THURS. 25th
TUE. 30th

For information apply to

KWONG WING Co., Ltd.

87, Connaught Road West,

Phone: Central 893.

American Express Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and

G.\$5 and G.\$10 denominations—bound in a small handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamer tickets, hotel reservation and itineraries; or plan your cruise or tour through

THE AMERICAN EXPRESS CO. INC.

4, DES VOEUX ROAD CENTRAL,

Hong Kong.

BANK LINE LTD.

AGENTS FOR

ELL

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR

Straits, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
NALDERA	16,088	13th Apr.	Bombay, Marseilles & London.
MIRZAPORE	6,715	10th Apr.	Straits, Colombo & Bombay.
KARMALA	9,128	20th Apr.	Marseilles & London.
ALIPORE	5,273	24th Apr.	Straits, Colombo & Bombay.
MANTUA	10,946	27th Apr.	Bombay, Marseilles & London.
NAGPORE	5,233	4th May	Marseilles, London, Hull, Antwerp, Rotterdam & Hamburg.
KIDDERPORE	5,384	8th May	Straits & Bombay.
KALYAN	9,144	11th May	Marseilles, London & Hull.
MOREA	10,953	25th May	Bombay, Marseilles & London.

*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Kedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

GAMBADA	5,307	10th Apr.	Singapore, Penang & Calcutta.
SANTHIA	7,754	17th Apr.	Singapore, Penang & Calcutta.
TILAWA	10,006	21st Apr.	Singapore, Penang & Calcutta.
TAKLIMA	7,930	6th May	Singapore, Penang & Calcutta.
TAKADA	6,949	9th May	Singapore, Penang & Calcutta.
TALAMBA	3,013	21st May	Singapore, Penang & Calcutta.
TALMA	10,000	28th May	Singapore, Penang & Calcutta.

*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

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ST. ALBANS	4,500	5th July	
ARAPURA	6,000	2nd Aug.	
TANIA	6,956	30th Aug.	

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TAKIWA	7,935	10th Apr.	Amoy, Moji, Kobe, Y'hama & Osaka.
KALYAN	9,444	12th Apr.	Shanghai, Moji, Kobe & Yokohama.
JEPPORE	5,318	15th Apr.	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	10,916	16th Apr.	Moji, Kobe, Osaka & Yokohama.
TAKADA	6,949	17th Apr.	Amoy, Moji, Kobe & Osaka.
MOREA	10,953	20th Apr.	Shanghai, Moji, Kobe & Y'hama.
TALAMBA	9,018	28th Apr.	Amoy, Moji, Kobe, Y'hama & Osaka.
TALMA	10,000	30th Apr.	Amoy, Moji, Kobe, Y'hama & Osaka.
TANIA	6,956	7th May	Moji, Kobe, Osaka & Yokohama.
PERIM	7,648	9th May	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,097	10th May	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	14th May	Moji, Kobe & Osaka.
RAJPUTANA	16,568	22nd May	Amoy, Moji, Kobe & Osaka.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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S.S. “LAOMEDON” Via Suez Canal 10th April.
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VILMA BANKY
BEAUTIFUL STAR IN “THE
AWAKENING”

TO-DAY AT QUEEN'S

“The Awakening,” Samuel Goldwyn's first starring picture for the beautiful blonde actress, Vilma Banky, is the attraction at the Queen's Theatre from to-day to Saturday.

The story pictures Vilma Banky as the acknowledged beauty of the little village of Pre d'Or, sought by many suitors and quietly rejecting them until she has become a symbol of purity and beauty for the whole village. Simultaneously with the annual village festival, a troop of Uhlans, led by Water Byron as Lieutenant von Hagen, arrive, and Byron, a Don Juan, determines to make a conquest of the village girl. The fete scenes, enlivened by peasant costumes and rustic humour, present an excellent contrast with the grim bloodshed of war in the latter half of the picture.

BIG PENSIONS

£11,650,000 SURPLUS IN
NINE MONTHS

A surplus of \$10,583,000 from England and Wales, and £1,068,650 from Scotland, is recorded for the first nine months of the financial year ended March 31 last, in the accounts issued recently of the Widows', Orphans' and Old Age Contributory Pensions' Act, 1925.

In the first nine months of the year covered by this account the expenditure on pensions was confined to widows and orphans. The excess income not required to meet the expenditure was transferred to the Treasury Pensions' Account.

In the final quarter of the year the rate of expenditure for the first time exceeded the rate of income. This followed the coming into force, on Jan. 2, 1928, of the provisions of the Act relating to the payment of old age pensions to contributors at the age of 65. It became necessary, therefore, to transfer from the Treasury Pensions' Account sums amounting in all to £322,000—\$280,000 for England and Wales and £42,000 for Scotland—to meet the deficiency.

Out of a total income for England and Wales for the year of £21,173,552 14s. 1d., no less than £20,875,711 19s. 4d. was from contributions. The pensions paid aggregated £9,795,975 4s. 3d. Administrative expenses accounted for £793,498 2s. 2d., while £1,079 8s. 6d. had been paid in error and was irrecoverable.

In Scotland the receipts totalled £2,486,361 6s. 4d., of which £2,377,984 0s. 1d. was from contributions. Pension payments accounted for £1,252,877 2s. 8d., administrative expenses for £104,839 2s., while £138 10s. 6d. was paid in error and was irrecoverable.

At the Marine Court this morning, a case was heard in which the Naval Yard Police figured in the prosecution against a mistress of a junk who was charged with dredging the “waters” of the harbour opposite the Naval Yard wall yesterday without authoritative permission. Pleading guilty, defendant was fined \$5.

In another case, involving masters and five mistresses of cargo junks who were dredging with anchoring within 100 yards of the Praya wall at West Point last night, all pleaded guilty, and were fined \$10 each. Lance-Sgt. Goldsmith, of the Water Police, prosecuted.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 1st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 2nd April, 1929.

POLICE REVOLVER

THIEF SENTENCED TO TWO
YEARS

A STATION'S EX-BOY

The ex-boy employed at No. 2, Police Station, who was on Tuesday convicted by Mr. E. W. Hamilton on a charge of theft of three fully loaded revolvers from the Police Station and sentenced to six months' hard labour, was yesterday afternoon produced before Mr. T. S. Whyte-Smith, and Major C. Wilson, O.B.E., at the Kowloon Court charged with the unlawful possession of a revolver and six rounds of ammunition, stolen from Sub-Inspector Murphy of No. 2 Police Station.

The youth, Ng Chau (17), who was not represented, pleaded “not guilty.”

The prosecution was conducted by Mr. T. Murphy, Assistant Director of Criminal Intelligence.

The facts of the case, as outlined by Mr. Murphy, were similar to those relating to the theft charge against the accused before Mr. Hamilton. On March 8 accused, who had been dismissed on the 6th, was found at 6 p.m. in the servants' quarters of the European cook-house. He had a parcel under his arm. The revolvers were missed at 7 p.m., and at 9 p.m. the Police went to the Yaumati ferry wharf on the Hong Kong side where they found the accused about to board the launch. He was searched and the loaded revolver was found on him. Finally he took the Police to King's Park where another of the three missing revolvers was recovered.

The Magistrates convicted and passed sentence of two years hard labour.

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CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 29th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

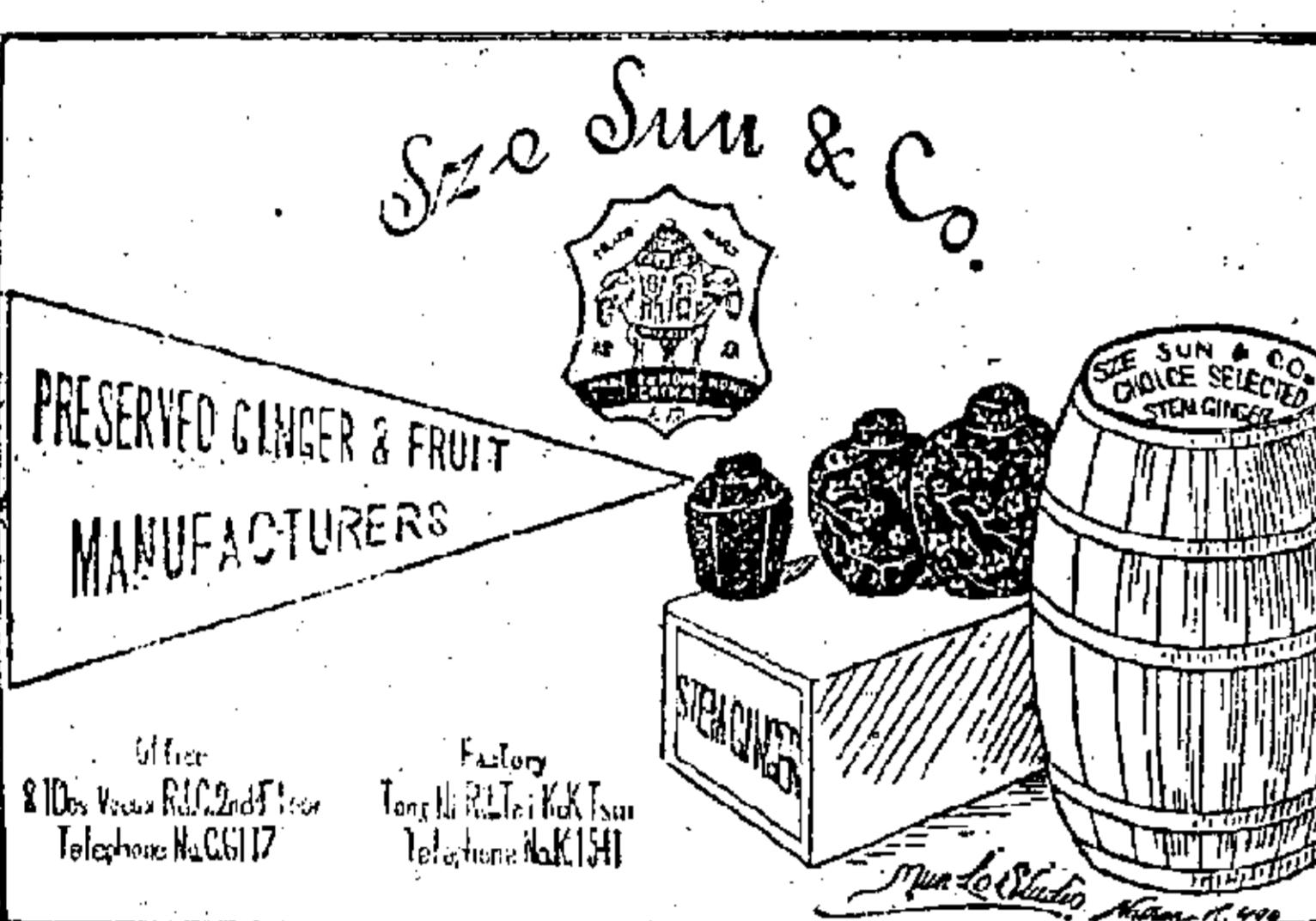
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Hong Kong, 29th March, 1929.

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Published by

The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—

Office: Central 22.
Editorial: Central 4641.

Cable Address—Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Office—The Far Eastern Advertising Agency (London), Ltd., 36-38, Southampton Street, Strand, W.C.2.

It is surprising to read that on the occasion of the last conference, though the convention embodying a general agreement on various points was unanimously approved, yet it was only ratified by some of the signatory Powers and it was "in no case brought into force in its entirety." As indicated this was probably owing to the War's intervention and consequent upheaval. Obviously—and particularly in the light of the very serious disasters that have occurred in various waters, notably off the North and South-American coasts—a conference on this profoundly interesting subject is at least due now, and it is to be hoped that the whole subject will be scrutinised from its many angles.

What transpires at the International Conference on the Safety of Life at Sea, which is to be opened in London on the 16th instant, will be followed with deep interest throughout the world, especially in seaports such as Hong Kong. There are few of us nowadays who are not ocean-travellers at some time or other, and even fewer who have not occasionally pondered over the perplexing problem of sea-safety and of what might be done to make it even safer than it is in these very much improved days in that respect. Such calamities as that of the "Vestris," to mention one of the most recent, brings the question very forcibly to the notice of all of us, for it is at such times that we cannot but reflect that, safe as most of us feel when aboard a modern liner, such disasters point conclusively to the urgency of the problem being seriously considered from time to time by experts, who alone, probably, are able to handle the question satisfactorily.

The conference which is about to be held upon this vital question of "Safety of Life at Sea" will be attended by representatives of all the leading maritime Powers, clearly indicating its truly international character. It is as surprising as it is interesting to note that it is fifteen years since a similar conference was held—in London then as now. It was brought about by the urgency of the question following the terrible disaster of the "Titanic" which most of our readers will remember went down in the Atlantic while on her maiden voyage from England to the United

States and in which 1,600 lives were lost. The "Titanic," it will be recalled, was at the time of her first and last voyage believed to be immune from disaster, "sinkless, a wonder vessel," that could not possibly come to grief. She appeared to be the "last word" in first class equipment, watertight compartments, labour-saving devices, appliances of all sorts and, as stated, was a "wonder vessel" that could not possibly do otherwise than sail safely and majestically over the world's waterways. But she went down on her first voyage. Hence the necessity from time to time of holding conferences on "The Safety of Life at Sea," and of profiting by the many points that experience shows ought to be taken seriously into consideration.

It is surprising to read that on the occasion of the last conference, though the convention embodying a general agreement on various points was unanimously approved, yet it was only ratified by some of the signatory Powers and it was "in no case brought into force in its entirety." As indicated this was probably owing to the War's intervention and consequent upheaval. Obviously—and particularly in the light of the very serious disasters that have occurred in various waters, notably off the North and South-American coasts—a conference on this profoundly interesting subject is at least due now, and it is to be hoped that the whole subject will be scrutinised from its many angles.

The British Government, it would be observed, are taking an interest one of the most recent, brings the question very forcibly to the notice of all of us, for it is at such times that we cannot but reflect that, safe as most of us feel when aboard a modern liner, such disasters point conclusively to the urgency of the problem being seriously considered from time to time by experts, who alone, probably, are able to handle the question satisfactorily.

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One case of diphtheria and one case of enteric fever were notified yesterday, both being Chinese.

The annual meeting of the Hong Kong Engineering and Construction Co., Limited, will be held on April 17 at 11 a.m.

Mr. J. Russell will speak on "The Voyage of Life" at the weekly public lecture of the Theosophical Society to-day at 6 p.m.

A Chinese woman was fined \$50 by Mr. W. E. Hamilton at the Central Magistracy for having a bundle of po-pui lottery tickets and application forms in her possession.

A seaplane float was found by the Police near Stone Cutters Island, and now awaits a claimant at the Water Police Station. The float was retrieved whilst the Police were searching for a different one which had been reported lost by Capt. Dangerfield, R.A.

In honour of the Governor of Macao and his family the Committee of the Club Lusitano are arranging a reunion in the Club Lusitano on Saturday afternoon at 4.30 o'clock. All the members of the Club and other Portuguese and their families are cordially invited to attend. Tea will be followed by a dance.

Natha Singh, the Indian interpreter of the Supreme Court, was before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy, yesterday, on a charge of stealing a goat from another Indian. After evidence had been given by the complainant, his Worship dismissed the case on the ground of insufficient evidence. Mr. H. J. Armstrong appeared for the defendant.

The Hong Kong Police Force has suffered a loss through the death on Monday of Ng Chiu, a Chinese member of the detective department. He had been with the Force for 27 years and was due to retire on pension on Monday next. The funeral took place yesterday, and was attended by a large number of European, Indian and Chinese officers of the Force.

A British case figures in the latest weekly small-pox figures. There was also an Indian case, and the rest were Chinese. The total was 22, but there were 29 deaths. Nine cases came from Victoria, twelve from Kowloon and one from Aberdeen. On Tuesday, four further cases were reported, including another British case. Three fresh cases were notified yesterday, all being Chinese.

Further honours have fallen to the new Banvard Musical Comedy Company from London, on its return visit to Hong Kong. In "Clowns in Clover" (from the Adelphi Theatre) at the Star Theatre, Kowloon, last night, the artistes and beauty chorus were seen to advantage in musical items, dances, sketches, monologues, etc., and the audience was delighted. "Oh Kay" is the big attraction at the "Star" to-night. It is another of the Banvard Company's best.

Re-sealing of the probate of the will of Mr. George Thomas Knight, of 181, Northumberland Park, Tottenham, Middlesex, has been granted to Mr. D. J. Lewis, Messrs. Johnson, Stokes and Master, who is the attorney of the sole executrix, Emma Elizabeth Williams, niece of the deceased. Mr. Knight died on September 24, 1928. His net personal estate at home amounted to £3,037 18s. 8d., and estate in Hong Kong amounting to \$1,100. Bequests of £1,000 to Emily Florence Chapel, of Swindon, and five amounts of £100 each to his sisters were mentioned in the will. The balance of the property goes to the executrix, "In view of her unflinching kindness to me over a period of many years."

Robinson: "I met my wife in a very funny way. I ran over her in my car and later married her." Brown: "If everybody had to do that there wouldn't be so much reckless driving."

Breathless, Urochin: "Will you come down our street quick, and bring an ambulance?" Policeman: "What's the ambulance for?" Urochin: "Me Mother's found the lid wot stole our doormat."

A DOUBLE EVENT

THE DOVER ROAD

Scene.—A lawn—A circle of men and women sitting in basket chairs. Flowers in full bloom—a wonderful sunset, "boys" passing to and fro with cocktails.

Mr. A. (an elderly man).—What are you doing to-morrow, Mrs. B? Will you and John come with me to "the Dover Road"?

Mrs. B.—Is that the A.D.C. show? We're going already, thanks all the same.

Mr. A.—I'm sorry—still as long, as you're going that's all right (turning to Mrs. C.) What about you? Will you and your husband come? Two of my party have fallen ill.

Mrs. C. (a pretty, selfish person).—We're engaged, thanks all the same. Billy wanted me to go but I prefer Bridge so I fixed up a four.

Mr. A.—Well, there are plenty of other nights for you to go. There's Tuesday, the 9th, Thursday, the 11th, Friday, the 12th, and Saturday, the 13th.

Mrs. C.—I don't want to go—I loved "On Approval" but I'm so keen on bridge now I don't want to go to any shows.

Mr. A.—But this is a very good show too and it serves a double purpose. Half the profits go to the miners.

Mrs. C. (shrugging her shoulders).—I don't think I'm very interested in the miners. It's their own fault they're in this state.

Mr. A. (hotly).—Oh, come—that's rather hard. It's an easy thing to say when one is extremely comfortable. Let's admit they were badly led and that probably thousands of them had to follow suit. But what's the use now of casting that into the teeth of starving men, women and children?

Mrs. D.—Quite right. I think it's simply horrid of you, Phyllis. You must have read of the awful state in which the Prince of Wales found these people. And after all what is a miner's life at its best?

Mr. E. (a young man).—Top marks for you, Mrs. D. I've lived in a mining District. Just before I came out here I was in Staffordshire in my uncle's firm—all round us were mining villages. I defy you to find anything more sordidly ugly—more depressing. I used to see those fellows who'd been working for hours underground come up to the top, pale as ghosts, smeared with coal dust blinking in the light of day, just when I was going off in clean flannels to play cricket or tennis. I used to think to myself we can't pay miners too much. Of course I pay miners too much. Of course that isn't sound finance, their own action has proved their ruin, but all the same I never felt one should grudge them good wages and even luxuries. Good Lord, I've made a speech. Sorry but I feel strongly on that point.

Mr. A. (approvingly).—So do I. I never sit by a good fire enjoying every flicker of flame without thinking of the poor devil who hacked the coal out of the earth for me. And if he did like to buy a piano and even hankered for one on each side of the fireplace and a diamond ring for his wife—why not? It is so jolly easy to deny other people luxuries.

Mrs. F.—Hear, hear—I've lived in the Black Country too and I know what decent folk they are—we used to see them going off to dig in their allotments and chat with them and see the wonderful things they raised—on the only green and pleasant spot in the villages. Phyllis, you've struck the wrong note there and unless you want us all for enemies—oh! here's your husband. Here Billy, Phyllis has been talking a lot of nonsense about not going to "the Dover Road" and no sympathy for the miners. We hope you're going to put your foot down heavily.

Mr. G.—Of course, we all know Phyllis talks nonsense—but we don't take any notice of it. I'd plenty of miners in my Company in France and jolly good fellows too. We're going on Tuesday, Phyllis.

Mrs. H.—You're a horrid lot of people and you've made me feel a pig. That's what you wanted.

Mrs. I.—Guessed right—never mind—you're not so bad as you pretend to be and you'll not lose by going on Tuesday. It's an A.1 Show—every time you realise you're enjoying it you'll be glad you gave up bridge for one evening and helped to put boots on a half-frozen child's feet, or food on the table of one of those poverty-stricken houses.

Mr. J.—Just look round. Isn't it all too wonderful—the beauty and the comfort of it?

Mr. K. (holding up a cocktail) and the taste of it! Here's success to "The Dover Road" and may it bring in bumper sum.

Mr. L.—And so say all of us—Hong Kong is a generous place—I prophesy that "The Dover Road" will be as crowded as Piccadilly in the season, there'll be crowds at every door of the Theatre with standing room only and

NEW COMEDY CO.

SUCCESES FROM THE ALDWYCH THEATRE

OPENING ON APRIL 13

On Saturday, April 13, the New Barnard English Comedy Company will commence a short season at the Star Theatre, Kowloon, when they will present what is probably, the strongest repertoire of farces, comedies, and thrillers that has ever been brought to the East. Their opening offering will be "A Cuckoo in the Nest," from the Aldwych Theatre, London. The Company of fourteen West End London artistes were specially rehearsed in London by the Aldwych Theatre producer and stage manager in order that it may be presented as near the Aldwych manner as possible.

Their repertoire also includes the other Aldwych Theatre successes, "Thark" and "Rookery Nook," and Edgar Wallace's greatest thriller "The Ringer," "The Fanatics," "Other Men's Wives," "Diversions," "The Best People," "The White Arms," "The Terror," and "The Joker."

Included in the cast is Kathleen Vaughan, who played Peter Pan throughout England and Scotland, and besides being one of the most charming ingenues on the English stage, is also known as England's youngest film star, having appeared in the leading roles in "The Prince and The Beggar Maid," "Corinthian Jack," and "Hornet's Nest." She was a film star at the early age of fifteen.

ORIENTAL TITLE

VISITING CARD COMPILED BY SIR R. HART

CURIOSITY AT HOME

In a recent issue to hand the "Karragate Herald" has the following:

We reproduce in our Picture Page the Chinese visiting card of Mr. Robert Hart Maze, Chinese Maritime Customs Service (retired), of Harrogate. It was compiled by a great administrative genius, the late Sir Robert Hart, of Peking, who gave his nephew—whose mother, the late Mrs. James Maze, was Sir Robert's eldest sister—one of the most felicitous names in the Chinese language: Mei Le-pen, the second character of which signifies "Joy," "Pin," the third one, meaning "A guest." And, of course, everyone is delighted to have Happiness for a visitor!

In the year of our monarch's accession, Mr. Hart Maze was sitting on the Eastbourne parade one forenoon listening to the municipal band, when a young Chinese, who had been strolling about, sat down on the chair next to him. A few minutes afterwards, Mr. Hart Maze took his letter case out of his pocket and abstracted one of his Chinese visiting cards, wondering whether the sight of it would arouse the Oriental curiosity of the unacquainted stranger from afar. When the latter espied the card, he immediately turned round to its owner and exclaimed: "What a lucky name you have got!"

Mr. Hart Maze is a brother of Mr. Frederick William Maze, the newly-appointed Inspector-General of Customs in China.

Another brother, Mr. Henry Marshall Maze, some time Commissioner of Customs at Szemao, in the South Western Province of Yunnan, died in the Spring of 1908 in the French military hospital at Hanoi of acute malarial fever, contracted in the dreaded Namti Valley when journeying from Szemao to Mengtsz.

"I would be willing to work," said one tramp to another "if I could get the sort of job I want."

"What job is that?"

"Well, I wouldn't mind calling out the stopping places on an Atlantic liner."

HOTEL FIRE**CONCLUSION OF EVIDENCE AT INQUEST****DRAMATIC OUTBURST**

Yesterday afternoon Mr. E. W. Hamilton and the Coroner's jury concluded the hearing of evidence in the King Edward Hotel fire inquiry, and, after his Worship had addressed the jury on their duties in connection with the inquiry, an adjournment was given until 12.15 p.m., on Wednesday next when the jury will return their verdict on the death of Mr. William Woods and add any rider which they may think fit in regard to the other aspects of the fire.

After a ten minutes' adjournment on the completion of evidence yesterday, the Court resumed for his Worship's address to the jury. Then the Hon. Mr. T. H. King, Captain Superintendent of Police electrified the Court by reporting a sensational outburst on the part of a would-be witness, Mr. E. J. Wentz, an American resident of the King Edward Hotel at the time of the fire.

Mr. King explained that during the interval Mr. Wentz, who was present in Court, remarked to him: "It is an outrage—this deliberate attempt to stifle evidence and to whitewash the Police and Fire Brigade."

Eventually Mr. Wentz was allowed to give evidence which is recorded in another part of this report.

New Fire Regulations

At the outset Mr. King was questioned with regard to his statement at a previous hearing with regard to new fire regulations having been suggested and prepared by the Superintendent of the Fire Brigade. In reply to the Coroner he said that he was unable to produce the regulations in Court. He explained that they were prepared by Mr. Brooks and were at present with the Government. They were as yet only in their drafted form, and no copies were available. The draft covered public garages and places of entertainment, Mr. King explaining, and would not cover public buildings in the sense in which they had been used throughout the inquiry. They did not cover hotels or the type of building which was the subject of the inquiry.

Evidence of Analyst

The first witness called was Mr. V. C. Branson, Assistant Government Analyst. He deposed to having received from Inspector Lane a mixture of cotton, such as would be used for a Chinese quilt, in which there was a large quantity of naphthaline balls—more than would be normally necessary to keep away moths from such material. He was also handed some burnt remains of what looked like a wicker basket or chair.

He did not think that cotton by itself, or with naphthaline balls contained in it, could spontaneously break into fire. He had experimented and found that a cigarette end merely, would set fire to the stuff.

Witness said that it was possible for cotton to smoulder, unnoticed, for days and weeks, and then to burst into flames upon the action of a sudden draught. He did not think that there was great chance of spontaneous combustion with the presence of the naphthaline balls amongst the cotton mixture. He would say the fire started on the outside, and burnt inwards and toward the top. Provided they had sufficient air, the naphthaline balls would also be highly inflammable.

By the jury: Witness would be able to detect the presence of kerosene or gasoline if it had been there.

Naked Flame Necessary

Proceeding, Mr. Branson said he had also been handed the charred remains of wicker-work, which he agreed could be the baskets mentioned earlier as having been found alight under the staircase. Such material, in his opinion, could only be ignited with a naked flame like that of a match, but could not be ignited with the application of the lighted end of a cigarette.

He had also examined certain pieces of teak wood, treated on one surface with some polishing material, which, he was informed, had come from an hotel and from another building.

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Ginger Ale,
Tonic Water,
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FLUGEL MACHINE

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COMPLETE
Set of one
Glasses, etc.

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By the Coroner: Experiments had convinced him that such polishing material could not permeate the wood to a greater depth than 1/50th part of an inch. But once it became dry, it would form a coat over the surface of the wood and prevent it from becoming moist again.

The Coroner: You have really formed no theories at all as regards the cause of the fire?

Witness replied in the negative.

Burnt Luggage

Inspector L. P. Lane was the next witness. He said that he visited the ruins of the King Edward on March 14 and examined debris which was being removed from the stairs. The top of the debris was removed to expose the charred remains of wood which had fallen down. Underneath were the burnt remains of what, evidently, had been luggage, also a heap of burnt cotton-wool with fragments of burnt rattan adhering to it, which looked like the remains of rattan baskets or trunks. In the middle there was some naphthaline or camphor balls.

On the 28th, he took some wood from the foot of the stairs and gave it to the Assistant Government Analyst.

The Hon. Mr. King, in reply to the Coroner, said that brought the evidence of the enquiry to a close, unless his Worship wished to hear Mr. Wentz, another resident of the Hotel, whose testimony could not be previously taken on account of his absence from the Colony on a business visit to Shanghai.

The Coroner: You are familiar with the Fire Brigade?

Mr. Wentz: Yes, in America.

Mr. Wentz mentioned that the ladders they had "over there" could reach to a height of 90 feet; these water towers, which were so constructed that their width gradually tapered towards the top, extended to the 8th or 9th storeys, and were provided with life-saving arrangements.

He had himself gone up to the top of these ladders at the Fire Headquarters at New York.

The Coroner: Have you any experience with machinery?

from an upper storey and missed the sheet by five or six feet. Witness then went away because he was unnerved.

Only One Fire Escape

After he had been told by the Coroner that he could now make any additional statement he liked, Mr. Wentz said: "I feel it is criminal negligence that an hotel of any size, to say nothing of the size of the King Edward, should have only one fire escape, and that fire escape placed in the remotest part of the building. My room was less than 20 feet from the part leading to the fire escape, so how could people like the Robsons, who live in a room further away, have a chance of escape, except by using the one wooden staircase, which was out of the question. I feel that the equipment of the Fire Brigade is terrible."

The Coroner: How so?

Witness: In the first instance, they should have searchlights for those people who, jumping down from upstairs, could thus see the ground. Also substantial ladders that could reach higher than the third storey in the case of a six or seven storied building.

The Ladders in America

The Coroner: You are familiar with the Fire Brigade?

Mr. Wentz: Yes, in America.

Mr. Wentz mentioned that the ladders they had "over there" could reach to a height of 90 feet; these water towers, which were so constructed that their width gradually tapered towards the top, extended to the 8th or 9th storeys, and were provided with life-saving arrangements.

He had himself gone up to the top of these ladders at the Fire Headquarters at New York.

The Coroner: Have you any experience with machinery?

(Continued on Page 8.)

NEW ADVERTISEMENTS**LOST.**

LOST.—In Kowloon, small rough hair Terrier, white with black markings. Finder please return to 3, Chatham Road. Reward.

FANLING HUNT

RAFT PROGRAMMES and ENTRY FORMS for the Spring Meeting, to be held on SUNDAY, 21st APRIL, 1929, may be obtained from MESSRS. THOMSON & CO., YORK BUILDING. Entries close at 12 o'clock noon on WEDNESDAY, 10th April, 1929. Hong Kong, April 4, 1929.

CLUB LUSITANO**CIRCULAR**

A COMISSAO Directora do Club Lusitano tem a honra de convidar os Exmos. Srs. Socios e suas Exmas. Familias e os demais Membros da Comunidade Portuguesa para se reunirem na sala "Luiz de Camões" do Club Lusitano, no Sabado, 6 do corrente as 4½ horas da tarde, a fim de assistirem a Recepção em honra da Excia. O Governador de Macau Senhor Arthur Tamagnini de Sousa Barbosa e sua Exma. Família. Haverá seguida Cha a dança.

A fim de que esta festa seja revestida de maior brilho possível a Direcção pede a comparsa de todos os Srs. Socios e suas Exmas. Familias e os demais Membros da Comunidade Portuguesa.

M. A. SIMOES,
Secretario.

Hong Kong, 3 de Abril de 1929.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

SATURDAY, April 6, 1929,
commencing at 11 a.m.,
at their Sales Room,
Duddell Street.

3 Stoves
5 Heaters
48 Wheel Barrows
1 Bale Hair Belting.
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8 Bales Old Newspaper—more
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A Quantity of MISCELLANEOUS GOODS and FURNITURE.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

Hong Kong, April 4, 1929.

THE Undersigned have received instructions to sell by Public Auction

MONDAY, April 8, 1929,
at 11 o'clock a.m.,
at their Sales Room,
Duddell Street.

3 Complete Sets of Hollow Win
Lamps, 14 Lamps each set.
3 Hot Air Fans.

4 German Table Lamps.
6 English Table Lamps.
7-800 and 2,000 C.P. German
Lamps

3 German Iron Safes with Com
bination.

Terms:—Cash on Delivery.
LAMMERT BROS.,
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THE Undersigned have received instructions to sell by Public Auction

TUESDAY, April 9, 1929,
commencing at 2.30 p.m.,
at their Sales Room,
Duddell Street.

A Large Quantity of
VALUABLE HOUSEHOLD
FURNITURE

Comprising:—

Teak Hat-Stands, Desks, Book
cases, Glass Cabinet, Chesterfield
Couch and Armchairs, Gramo
phones and Records, Carpets,
Rugs, Tricycles, Perambulators,
Oil Paintings, Pictures, Electric
Fans, Standard and Table Lamps,
Porcelain, and Brass Ware, etc.

Teak Dining Tables, Dining
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Crockery, Glass Ware, White Frost
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Teak, Iron and Brass Bedsteads
with Mattresses, Single and Double
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Mirrors, Marble Top Washstands,
Toilet Crockery, Chests of Drawers,
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also
One "Austin" 20' H.P. 5-Seater
Motor Car, Recently and Completely
Overhauled, Repainted and Re
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A Large Quantity of
FINE CANTON BLACKWOOD
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THE Undersigned have received instructions from Dr. G. M. Harston to sell by Public Auction,

ON

WEDNESDAY, April 10, 1929,
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at his Residence, No. 55, The Peak.

The Whole of His Valuable
Household Furniture
Comprising:—

Chesterfield Sofas and Arm
chairs, Carved Cherry Wood Arm
chairs and Card-tables, Japanese
Cabinet, Brass Ware, Porcelain,
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Waggon, Brass and Brass Mount
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Finely Carved Canton Black
wood Desk, Overmantel and Chairs,
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White Frost Refrigerator, Bath
room, Pantry and Kitchen Re
quisites

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One Cottage Piano by "Zatter
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A Large Quantity of Ferns and
other Plants in Pots.

Terms:—Cash on Delivery.

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because of its exquisite
delicacy of flavour and
true Highland characteristics,
no other whisky makes such
a definite appeal to the palate
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High Class English Jewellery.

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THE HONG KONG A.D.C.
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A. A. MILNE

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HAWAII TOURIST BUREAU
Dept. I.
Box 296, SHANGHAI, CHINA.

HOTEL FIRE

(Continued from Page 7.)

Mr. Wentz laughed, stating that he was an imports and exports man. He thought that it would not take much time to get one of these towers alongside a burning building—he had seen the firemen take less than two minutes to bring their own equipment alongside the King Edward.

The Coroner said that much of Mr. Wentz's subsequent remarks could not be included as evidence, but the jury would doubtless take full note of what he had said.

Locked Grille

Mr. Wentz further referred to the locked grille at the bottom of the fire escape, which was the evidence of his own eyes.

Finally, Mr. Wentz explained that he had nothing to say against the personnel of the Fire Brigade. It was with their equipment that he found fault, for he had always maintained that however good a mechanic might be, he could not do much without proper tools.

Mr. King, replying to the Coroner, said he did not wish to put any question with regard to the statements just made by witness. He gathered, however, that Mr. Wentz complained of the delay in the arrival of the Fire Brigade.

Must Have Proper Tools

Mr. Wentz: No, I did not. I was very much impressed with the working of the Fire Brigade. I only say, and repeat myself, that a man, however good a mechanician he is, cannot do much without the proper tools.

Mr. King: I am glad I am wrong. I understand that you complained that you were in the street before the Fire Brigade arrived.

Mr. Wentz: I was in Ice House-street when the Brigade was in Des Voeux-road. I want to say, that Chief Brooks, as I understand him to be that, helped me to recover my papers from my room before the flames drove me out entirely.

The Coroner: The jury desire me to say that they are glad that you have come forward to give your evidence. I don't think you really believe for a moment that they wished to suppress any evidence. If so, I can assure you that it was entirely incorrect. I am very much obliged to you for coming into Court.

The incident then closed.

Coroner's Address

After another short adjournment, the Coroner addressed the reassembled jury as follows:

"I do not propose to delay you with any detailed reference to the evidence tendered at this enquiry, as you have had in your possession from the beginning copies of the evidence handed to you daily, after each hearing.

(Continued at foot of Col. 5.)



WHEN YOU CANNOT KEEP UP WITH YOUR WORK

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How and Why This Is Best Given
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The early symptoms of nervous exhaustion are easy to recognize. You become tired, feel nervous and irritable, small things worry, assuring the aspect of big troubles. Your memory becomes uncertain and your thoughts confused; perhaps headaches, hot flashes, and a tendency to get easily excited are noticeable; your digestion suffers and you feel the need of stimulants to cheer you up and to aid your appetite. Even if you quickly get off to sleep on going to bed you soon awake, and your brain then refuses to give you any rest until the small hours, with the result that on rising you feel tired and unfitted for the labours of the day.

Probably the very best cure for such a condition is a long sea voyage. But few can afford either the time or the money for this. A method of treatment within the means of everybody, and which tens of thousands of sufferers throughout the

world have found completely efficacious, is by means of Dr. Williams' Pink Pills. It is truly astonishing how a short course of these Pills enriches the blood, build up the nerves and give new vitality to the whole system.

The reason why Dr. Williams' Pink Pills do this is because of their unique formula, devised originally by a physician (an M.D. of Edinburgh University, Scotland) of great genius and experience, a formula containing not only a number of ingredients highly beneficial to the human organism, but also one of such outstanding importance that it has been declared by the highest medical authority to be indispensable to life.

Their unsurpassed curative strength-restoring qualities have given Dr. Williams' Pink Pills for Pale People supreme place among the world's tonic remedies for the past forty years.

Surely, therefore, they are worthy of a test if you need tonic help.

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Bank of East Asia 20 1/4 n

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Canton Insurance 5695 b

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North China Insurance 1160 b

Yangtze Insurance 550 n

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Indo-Chinas (Del.) 52 n

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Macao Electrics 268 n

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Singapore Tractions 11 6 n

Singapore Pref. 16 6 b

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H.K. Amusements 25 b

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Sport Columns
BOXING

NEW CONDITIONS OF BRITISH CHAMPIONSHIPS

CONTROL BOARD'S RULING

London, Yesterday.
According to a rule passed by the newly formed British Boxing Board of Control all British subjects are eligible for British championships provided they are born of white parents and have been resident for two years in the British Isles, of which twelve months must be continuous, and an aggregate of two years must be completed in three years.—Reuter.

Sandwina Disqualified

London, Yesterday.
The British Boxing Board of Control has suspended for four months the heavyweight fighter, Ted Sandwina, who is German-born but American-trained, and ordered him to forfeit the purse obtained from the contest with Charlie Smith in the Albert Hall, London, on March 21 when Sandwina was disqualified for low hitting.

The purse will be given to the Boxers' Benevolent Fund.

"This suspension will be recognised by the New York State Commission. Sandwina was disqualified on January 30 for fouling Phil Scott.—Reuter.

Walker Fails to Dethrone Loughran

Chicago, March 28.
Tommy Loughran kept his light heavy-weight title by an easy decision over Mickey Walker here to-night.

Though Tommy had things all his own way, the fight was a fast one in which Walker was the aggressor. Loughran outboxed him and his clever left kept Mickey away.

Loughran took the first three rounds, landing damaging wallop to the head. In the fourth Walker outfought Loughran, causing the latter's mouth to bleed.

Walker took the fourth and fifth. In the sixth Loughran landed heavily upon the body and made this round his.

In the seventh round Walker started blood from Loughran's mouth and eye. It was Walker's round.

The eighth was even, with Loughran landing damaging blows to the head and body while Walker was making efforts for a knockout.

The ninth and tenth were Loughran's rounds.

Loughran was simply too clever for Walker. That fact sums up the result, in the opinion of most of the fight fans and correspondents.

Tuffy Griffiths took a decision over Leo Lomski in 10 fast and furious rounds. It was a close fight. Griffiths accordingly will meet Loughran.—United Press.

Bud Taylor and Tony Canzoneri

New York City, March 28.
Bud Taylor and Tony Canzoneri signed to-day for a fight on April 26.

Al Singer and Young Fernandez have signed for a battle on May 3.—"United Press."

HOCKEY**CLUB TEAM AGAINST KOWLOON**

The following have been chosen to represent the Hong Kong Hockey Club "A" team against the K.B.S.F.A. on the King's Park ground to-morrow:—Saps; Roswell, Rankin; Ashby, Duncan, N. Evans; Price, Botelho, Nowers, Laffelder, and Ross.

Bully-off: 5.15 p.m.

GOLF

AMATEUR CHAMPIONSHIP AT HOME

MAY BE POSTPONED

London, Yesterday.
The Committee of the Royal George's Club at Sandwich, where the amateur golf championship will be played, may be asked by the authorities at St. Andrew's to postpone the fixture on account of the General Election.—Reuter.

Bobby Jones

New York, Yesterday.
Bobby Jones has arrived from his Atlanta home in his capacity of barrister. Interviewed he said that he was unable to compete in the British open and amateur championships. George von Elm is expected to leave for England with the American Ryder Cup team on April 10.—Reuter's American Service.

FANLING HUNT

SPRING STEEPLECHASE MEETING

The following is the programme for the Fanling Hunt Spring meeting on Sunday, April 21:

3 p.m.—Avoirdupois Stake. Once round. Inside Course. Winner \$100, 2nd \$50. For China ponies that have not won a steeplechase this season. Catch-weight at 170 lb. Entry \$5.

April Handicap. About 1½ Miles on National Course. Winner \$100, 2nd \$50. For China ponies. Entry \$5.

Summer Plate. About 1½ Miles on National Course. Winner \$100, 2nd \$50. For China ponies that have started at Kwanti this season. Weight for inches as per scale. Winners at Kwanti this season of two races 8 lb. penalty, of three or more races 14 lbs. penalty. Non-winners allowed 5 lbs. Entry \$5.

The Fanling Champion Steeplechase. About 2 Miles on National Course. A Challenge Cup to be held one year and a replica presented to the winner, 2nd \$50. For China ponies. Weight for inches as per scale. Entry \$5.

Summer Consolation Stakes. About 1 Mile on Inside Course. Winner \$100, 2nd \$50. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwanti allowed 5 lbs. Ponies that have started at Kwanti and have not been placed this season allowed 10 lb. Entry \$5.

N.B.—Ponies must be entered in at least two events.
Entry forms have to be returned to Messrs. Thomson & Co., York Building, before noon, on Wednesday next.

LAWN TENNIS

RESULTS OF TIES ON H.K.C.C. TOURNAMENT

Yesterday's ties in the H.K.C.C. tennis tournament resulted:

Open Singles Championship.—H. D. Rumjahn beat M. K. Lo 6-4, 6-4, 6-8.

Handicap Single "B" (Final).—E. R. Price (owe 4/6) beat T. J. Price (owe 2/6) 5-7, 6-1, 6-1.

Mixed Doubles.—S. E. Green and Miss Heard received a walk over from L. Forster and Mrs. Stark; D. Smith and Mrs. Smith (owe 4/6) beat W. Woodward and Mrs. Woodward (rec. 4/6), 9-7, 6-3; H. V. Parker and Miss D. Stanton (owe 2/6) beat A. Piercy and Mrs. Piercy (rec. 4/6), 6-3, 5-7, 6-1.

To-day's Matches:

Open Singles Championship: S. A. Rumjahn v. J. S. McEachran; M. W. Lo v. L. Goldman.

Handicap Singles "A"—H. J. Armstrong (owe 1/6) v. J. G. Lawrie (owe 3/6); J. Barrow (rec. 3/6) v. L. Forster (owe 1/6).

Handicap Doubles.—G. N. de Man and C. Stigter (rec. 4/6) v. O. E. C. Marton and H. Owen Hughes (owe 1/6).

13.

FOOTBALL

FIRST AND SECOND DIVISION GAMES

K.O.S.B. DOUBLE

Football League matches played yesterday afternoon resulted:

Division I.

K.O.S.B. 1 H.K. Police 0

Division II.

K.O.S.B. 4 Kowloon 0

China Ath. R. 4 Eastern F.C. 0

S. China "B" 2 R.A. 2

R.A.F. 1 Somersets. 1

K.O.S.B. v. Police

This match was played at Soo-

kumpos and attracted an enthui-

astic crowd. It was a very close

affair from beginning to end and

the K.O.S.B. won by the only goal

scored, thanks to their forwards

making the most of their opportu-

nities.

It was a ding-dong struggle for

a long time. Clarke was tried by

the Stock, but cleared well. At the

other end McDougall had little

difficulty in saving from a Police

attack.

Toward the end of the first half,

the K.O.S.B. got going and

McGlinchey netted, but the misfortune

to be ruled off-side.

They kept up the pressure, howev-

er, and one of the Police defend-

ers handled close in. A free kick

resulted and from this Stock head-

ed into the net for a fine goal.

The K.O.S.B. again went all

out after the resumption, and

Clarke had plenty of work to do,

but, in spite of several corners,

he allowed nothing to go past

him.

The Police had a fine chance of

equalising when Oram and Pile

got going from a clear by Wynne,

but McDougall cleared well.

At the final whistle the K.O.S.B.

were winners by one goal to nil.

K.O.S.B. v. Kowloon

The K.O.S.B. second string visited

Kowloon Reservoir and won a

rather one-sided game by four

goals to nil. Cook scored twice

for the K.O.S.B., in the first half

without reply. On the resumption

Kowloon improved for a time

but could not score. Crawley added

two goals for the soldiers in

this half.

Athletic v. Eastern

This match, played at Happy

Valley, was won by the Athletic

by four goals to nil. The Eastern

played a strong game, but failed

badly in front of goal. The

Athletic's goal-getters were Mak

Kwok-tung (twice in the first half)

and Lo Wai-man (twice in the

second half).

R.A. v. South China "B"

The South China "B" team were

held to a draw by the R.A. Re-

serves in their match at Caroline

Hill, the scores being two goals

each. The first half was a blank.

South China drew first blood on

the resumption, and soon after-

ward were two up when Camp put

through his own goal during an

exciting melee.

The R.A. played up well after

this, and dominating the play

right to the finish, they managed

to snatch the game from the fire.

Their goals were scored by Allan

and Taylor.

R.A. v. Somersets

These two teams met at King's

Park and shared the points, each

scoring one goal. The Somersets

were the better team and were un-

lucky to have to drop a point.

The Airmen took the lead through

Bond from a free kick, but soon

afterward the Somersets were on

an opening game:

American League:

Chicago at St. Louis.

Detroit at Cleveland.

Philadelphia at Washington.

Boston at New York.

National League:

Brooklyn at Boston.

New York at Philadelphia.

Pittsburgh at Chicago.

St. Louis at Cincinnati.

The season will close on Octo-

ber 16, according to the official

schedules.—"United Press."

even terms. Palmer turning the trick. The second half was keenly contested, with the Somersets having the better of the exchanges, but they were just unlucky and could not score.

LEAGUE TABLES

First Division

Gools. F. W. D. L. F. A. Pts.

S. China 18 12 2 4 35 21 26

Somersets 10 4 3 44 18 24

K.O.S.B. 10 12 1 6 54 23 25

Athletic 17 9 3 8 37 24 23

Police 18 10 3 5 26 19 23

Royal Navy 13 9 1 8 36 26 19

THE BLIND TEST.

P.D.

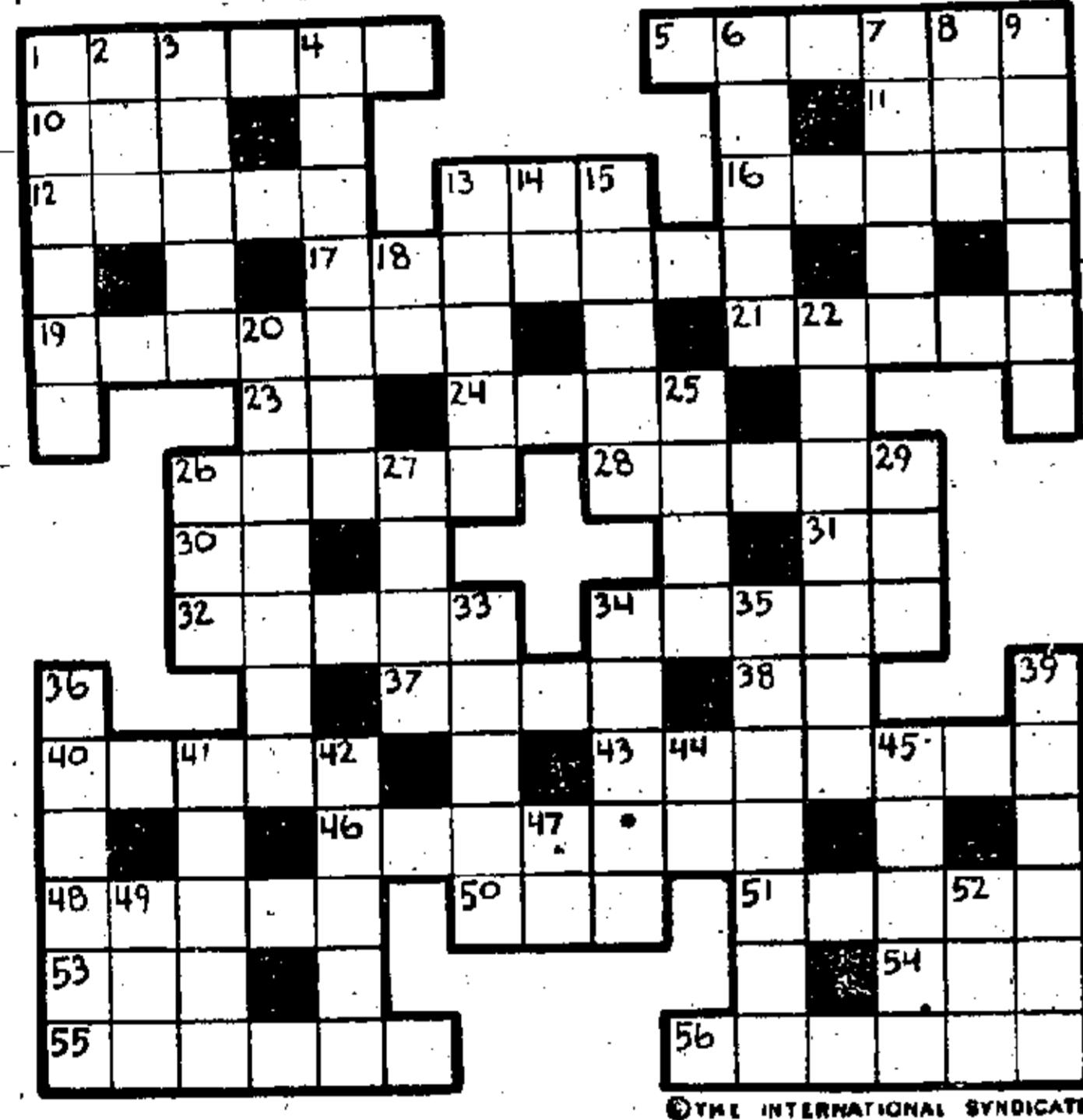


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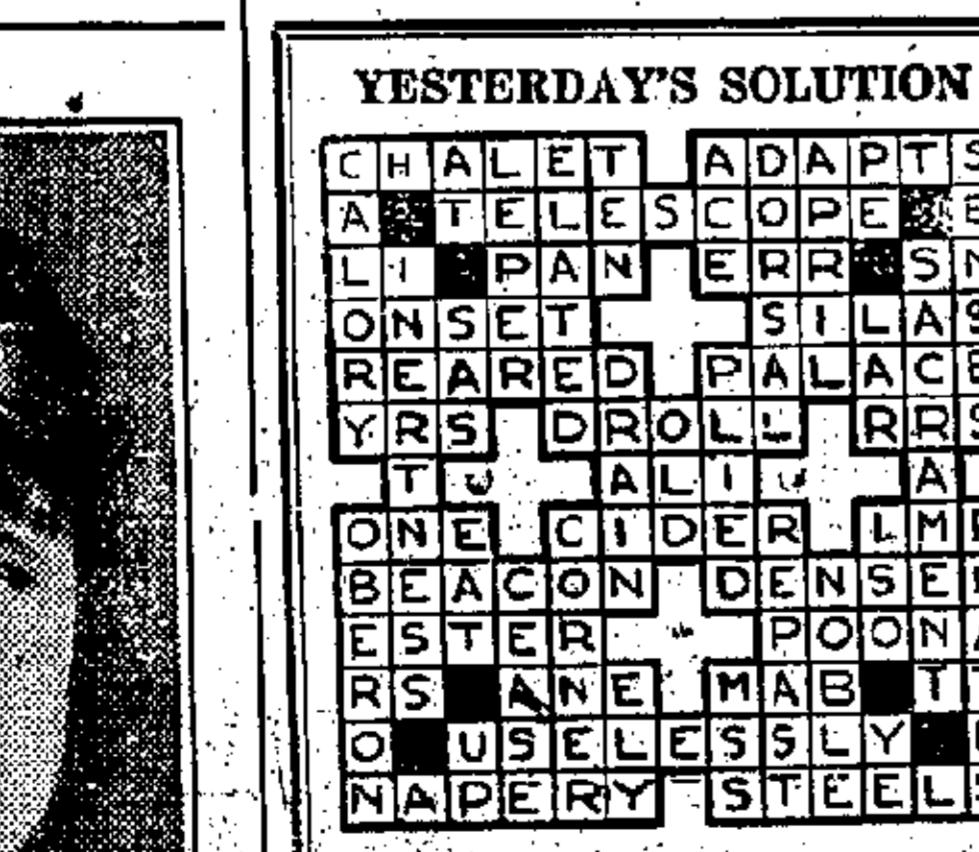
DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho'')



HORIZONTAL
1-Capital of New York State
6-To disagree
10-Compensation
15-Exit
18-A tapestry
19-A ban
20-Having care
21-Spanish female saint and writer
22-Range
23-Three-toed sloth
24-Level
25-T's lot
28-A river of France
30-Prefix. Same as "in"
31-Compass point (abbr.)
32-A dependency of China
34-Old spelling of "olga"
35-A river of Egypt

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)



FELAND FOR WASHINGTON

Washington, March 25.

General Logan Feland of the Second Brigade of Marines in Nicaragua was to-day ordered to report to headquarters at Washington for assignment to new duty. The nature of the assignment was not revealed.

General Dion Williams, in charge of the base at San Diego, replaces General Feland in Nicaragua. "United Press."

Marion Copp is a rising young contralto who assisted in the Sea Music Festival held in Vancouver from January 23 to 26. The festival programme was interpreted by many distinguished singers, instrumentalists and choirs, and was the music event of a decade.

TO-DAY'S RADIO

"THE SINCERE COMPANY"

TO BE RELAYED

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres.

1.48 p.m.—Weather Report.
5.30-6.30 p.m.—Programme of Chinese Music. (Beka Records supplied through the courtesy of Messrs. The Canton Trading Association Ltd.).

7.45 p.m.—Evening Weather Report.

8 p.m.—Programme of Chinese Music relayed from the Roof Garden of Messrs. The Sincere Co., Ltd.).

10.30 p.m.—Close Down.

GREAT FIRES

250 HOUSES DESTROYED IN RIZAL

A fire of gigantic proportions which swept away the entire barrio of Calumpang in Marikina, Rizal, last Sunday afternoon, devoured 250 houses, causing damages estimated at P100,000. Approximately 1,000 people were rendered homeless.

The conflagration, which started at about three o'clock, had its origin in the bedroom of a house owned by Vicente Adriano. Owing to lack of water and fire-fighters equipment and a strong breeze which was blowing at the time, the fire spread rapidly.

There was only one known casualty. Private Ezequiel Ballena, of the 50th Company of the Constabulary, who together with some 60 soldiers headed by Lieutenant Baylon, was trying to put out the fire, was struck by a piece of flying iron roof and was severely wounded in the head. It is feared that several other people were injured. At least one woman and her newly born child, the family of Vicente Adriano, from whose house the fire originated, were missing on Sunday and could not be located, reports the "Philippines Herald."

BLAZE IN ANGELES

Half a million pesos worth of property was destroyed in Angeles, Pampanga, in a fire that broke out on the night of March 29. The fire was of accidental origin, it is stated. It spread from a small nipa house to the commercial centre of the town destroying most of the commercial houses and causing the death of one person.

The fire was put out with the help of a fire brigade from Fort Stotsenburg and by Constabulary reserves who rushed to the scene of action from San Fernando, Pampanga.

PROHIBITION RULES

Buffalo, N. Y., March 27. Discussing the new law on liquor violations, Senator Jones said to-day that one of the chief reasons for making prohibition violation a felony was to provide for deportation of aliens who engage in the liquor business commercially.—"United Press."

© THE INTERNATIONAL SYNDICATE

HORIZONTAL (Cont.)

38-A New England State (abbr.)
40-To be in harmony
48-A pygmy deer
49-To take rice
50-Northern duck
52-Watervall (Scot.)
53-Larist
55-Hall (Latin)
56-Sorrowful
58-A fabled creature—half man, half fish
59-To rotate

VERTICAL (Cont.)

14-Country of Asia (abbr.)
15-T're frolic
20-One who trifles
21-Play, time
22-A troubadour
23-A knot
26-A river island
27-A prophetic sign
28-Ever (poet)
33-Pertaining to the tick
34-Type of automobile
35-An American general and Arctic explorer
36-A cry
38-Took long steps
41-Arrangement
45-The true skin
44-And (Latin)
45-The capital of Tibet
47-The symbol for check
48-I have (contd.)
49-To daw, as daw, upon
50-Reated

YESTERDAY'S SOLUTION

CHALET	ADAPTS
ARTELES	COPE
LIPAN	ERRASIN
ONSET	SILAS
REARED	PALACE
YRS	DRILL
TO	ALT
ONE	AL
CIDER	LMP
BEACON	DENSER
ESTER	POONA
RANE	MABIT
OUSELESSLY	E
NAPERY	STEELS

The oldest music hitherto recorded on the American continent was unearthed and reconstructed for production at the Sea Music Festival at Vancouver.

These are three song-dances ascribed to the Indian Chief Mambertou by Marc Lescarbot, the young lawyer from Paris who in the year 1609 published an entertaining account of the life of the French garrison at Port Royal in Nova Scotia. Lescarbot, like all educated men of his day, was something of a musician, and wrote down in solfa notation the melody or songs he heard this Indian chief sing, but no modern historian appears to have realised the importance of this notation. However, in

reconstructing an English version of "L'Ordre de Bon-Temps," written in French by Lonyvigny de Montigny, J. Murray Gibbons of the C.I.P.R., was struck by the possibilities of this music, and suggested to Dr. Healey Willan, of the Toronto Conservatory of Music, that he should arrange it for modern production. To an Indian, the melody is only half the music, and the problem was to discover the original rhythm. Fortunately, after considerable study, Dr. Willan was able to find in the traditional tribal music of the Melicite Indians, who are descendants of the Souriquois of Lescarbot's time three traditional dance rhythms which exactly fit the melodic line of the notes recorded to generation by the French historian of three hundred years ago. In this manner three delightful song-dances were reconstructed and were incorporated in the ballad opera "The Order of Good Cheer," which was produced on January 25 at Vancouver. Hitherto, the oldest song identified with Canada has been the hymn "Jesus Ahatonia," which Father Brebeuf translated into the Huron dialect about the year 1642 for the Indian converts at Quebec. The song-dances of Chief Mambertou are, however, native to Canada and were noted by Lescarbot in the year 1606. The probability is that they were old even at that time, as folk tunes are handed down by melodic line of the notes recorded to generation.

WOMEN'S HOSTEL

RESULT OF RECENT CONCERT & DANCE

AN INNOVATION

COLONY'S FIRST CABARET ANNOUNCED

BANVARDS TO ENTERTAIN

As an innovation, the Hong Kong Hotel Roof Garden will be turned into a real cabaret on Monday, during the dinner dance. This is a departure from the quiet life of the Colony, but unfortunately the cabaret is to last only one night. The management is sparing no expense to make it a success, and the entertainment will be given by the Banvard Musical Comedy Company.

The programme will be similar to that recently given at the Majestic Hotel, Shanghai. The Shanghai Press described it as a colossal success, and that it was in every way equal to that at all the big London cabaret clubs.

MAIL PRIVILEGES

RETURNED TO "NORTH CHINA STAR"

Washington, March 21.

Announcement was made to-day by the Chinese Legation that mailing privileges have been restored to the "North China Star" of Tientsin.

Privileges were taken away some time ago, by action of the Kuomintang press committee, allegedly because the "Star" had printed a story forecasting early disaster for the Nationalist Government. Dr. Charles James Fox, editor of the "Star," declined to apologize or retract. He has for years been known as a friend of the Nationalist and trouble of this sort involving his paper came as a complete surprise to almost everyone concerned.

Much interest was stirred in the United States and Senator William E. Borah and other liberals opposed the move.—"United Press."

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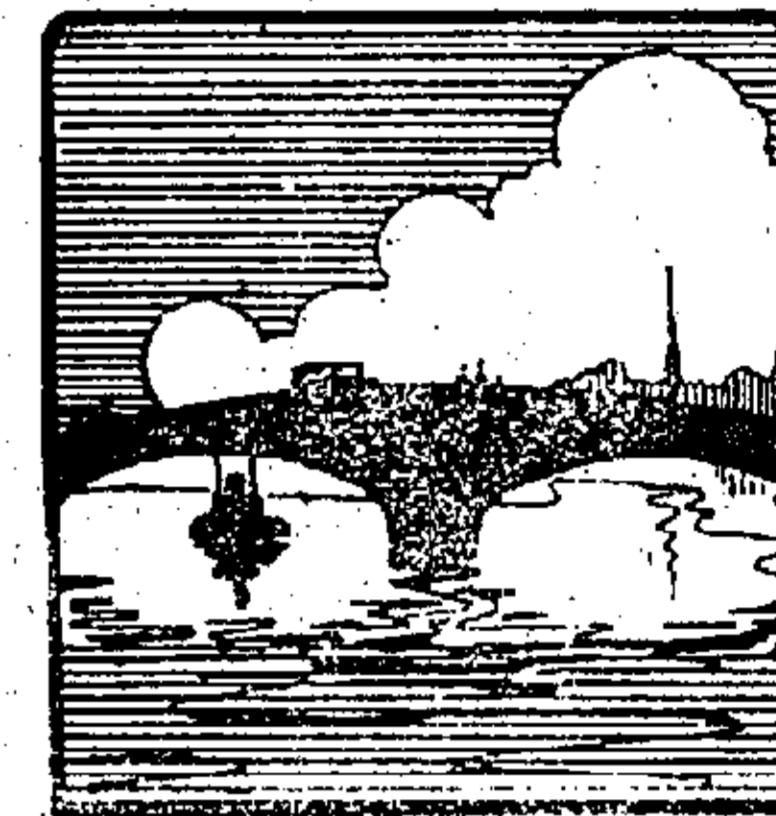
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Yours Faithfully,



DR. HEALEY WILLAN

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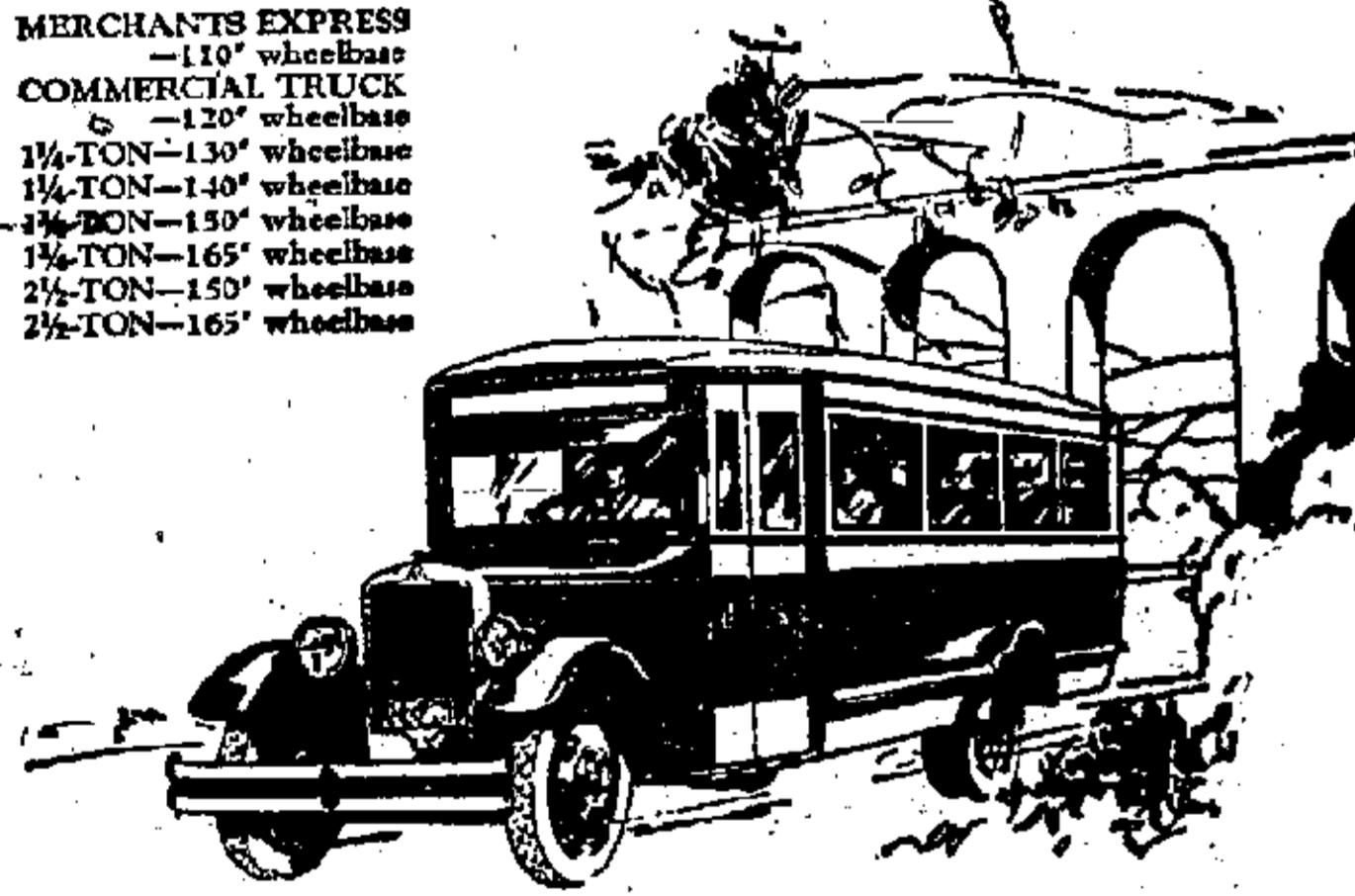
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PUBLIC CARS

MANY OWNED-BY PRIVATE LICENCES

"Conservative" Hong Kong may be behind time in more ways than one, but at least it can boast of its public motor car service.

There is in the Island more than 500 vehicles plying for hire, not counting the buses and taxicabs, and although the two latter classes of conveyances are up-to-date they cannot always equal the "hire cars."

These vehicles are by no means "consumptive" or "cranky" as are those to be found in other ports. Even Shanghai, with its motor traffic equaling that of Chicago, is nowhere near us in the matter of hire car service.

An observant person would no doubt notice that the hire cars of this Colony are all of the latest model, and are well-known makers, Brand new Chryslers, Fiats, Whippets, Overlands, Singers, Buicks, and other equally expensive cars are daily to be seen "touting" for business.

They are fully equipped, and are always kept in good running order. In fact, there is hardly anything to distinguish them from private cars except the number plate and "Public Vehicle" at the back.

One is, therefore, inclined to ask whether it pays the owners to ply such expensive cars for hire. To this question we are unable naturally to give a definite answer, but judging from the large number on the street, the business seems a paying one.

These cars are mostly owned by private individuals and not by companies. The owners are either Chinese or Indians. The latter, however, run their vehicles—solely as a business enterprise—but the Chinese do so with twofold purpose. Most of the cars belonging to Chinese owners were bought primarily for their own use, but, instead of taking out a private license, they get a public one. Thus they can use the car to and from their places of business and also for occasional pleasure jaunts. The rest of the time the vehicle is "farmed" out to the chauffeur for a stipulated sum of money. It is only in this way that a car is made to pay for its cost and upkeep.

TYRE WEAR

SOME USEFUL GADGETS

Mr. H. Thornton Butler, writes in the "London Daily Telegraph":—

Although each succeeding season shows improvement in the equipment of motor carriages, it cannot be denied that the very improvement often brings certain drawbacks in directions not dreamt of previously.

Let us take a case in point. Front-wheel brakes have vastly improved the driver's control of his car. On the other hand, these brakes have added considerably to the wear of the front tyres, and—strangely enough—in a large number of cars this additional wear takes place on the outer side of the front-wheel tread. This can easily be verified by inspection, and if such is the case the remedy is to take off the cover and reverse it when remounting, so that the worn side takes the position formerly occupied by the less worn portion. It is no use simply changing the wheels across, as that method does not alter the position of the tread. Thus, many modern motorists who, since complete wheels are standard equipment, have never changed a cover in their lives, are now finding this necessary about once a month if they are to get economical and even tyre wear.

But it is an ill wind that blows nobody any good, and easy-change tyre levers and similar implements are coming on to the market. Until this one-sided tyre wear was noticed, most motorists got their motor agent to fit new tyres on the spare wheels for them, so they missed this practice in tyre

changing. Now they are getting quite as skilful as the "oldtimers" who had to change tyres in the days before detachable wheels.

Engine Design

A paper on air-cooled engines read before the Institution of Automobile Engineers by Mr. A. R. Fedden was certainly reasonable.

Mr. Fedden was the designer of the famous Straker-Squire "Fifteen" before the war, and is now responsible for the various Bristol aero engines of which the Cirrus, used in so many "Moths," is perhaps the type best known in non-technical circles. A most interesting point was revealed in the discussion, when Mr. Fedden stated that he believed there were great possibilities for sleeve-valve air-cooled engine, and that he thought the time was ripe for some go-ahead manufacturer to start building an air-cooled car in England. Mr. Fedden tried that experiment himself in 1919, but alas! the public would not have it.

The reason Mr. Fedden suggests a sleeve-valve air-cooled engine for cars is that air-cooled motors in the past have usually had "clattering" or noisy valve gear. Moreover, the silencing of the exhaust has not received sufficient attention, and sleeve-valve engines are commended as having no noisy tappets or rockers to adjust and no valves to grind in their seats.

As a matter of fact, the greater part of the cooling of every engine is done by the oil, whether it is styled a water-cooled or an air-cooled motor. The result is that the latest gadget in motor-car details is an oil radiator for cooling the oil itself. Its design is more or less in a state of flux, as the automobile engineer has not yet quite made up his mind whether the oil radiator should form part of the crankcase and oil sump or whether it should be incorporated in the design of the water radiator. A V-type radiator is suggested, with one section for water cooling and the other for oil, each circulated by its own individual pump.

Oil-Cooling Methods

Since the modern engine has developed such a wonderful turning power—4,000 revs. per minute is quite normal to-day—a much larger demand is made on the oil.

Consequently the best type of engine design incorporates a double filtering and purification of the oil, as well as some means of cooling it. It is to the credit of the oil blenders that they have progressed step by step with the engine, so that the right oil for each type of motor is available.

Another simple method of oil cooling is to be found on certain commercial vehicles. Besides the ordinary crankcase "breather," there is a bell-mouth funnel opening into the crankcase behind the fan, so that a current of air enters the funnel and passes through the crankcase and out by the "breather" opening. As oil cooling gets more important each season, no doubt other means will suggest themselves to designers, but so far the methods referred to are gradually being incorporated on more makes of chassis.

Record Beaten



J. M. White, above, again drove his famous "Triplex" at Daytona Beach, against Major Segrave in an unsuccessful defence of the world's speed record of 207.5 miles an hour, which was set by Ray Keech in the same car.

LORRY PERIL INADEQUATE LIGHTS AT NIGHT

The suggestion that lorries, in many cases, were insufficiently lighted at night, and were driven to the danger of the public, was made by Mr. G. Herbert Stancer, secretary of the Cyclists' Touring Club, before a Select Committee at the House of Lords.

Considerable apprehension was felt by the club at the large number of fatalities due to this cause, added Mr. Stancer. In many cases the lights were insufficient to reveal the road more than a yard or two ahead. Yet the driver urged into the darkness a vehicle capable of instantly crushing the life out of any human being who might be in its path. Under-lighting was almost entirely confined to lorries.

The chairman (the Earl of Wemyss): I am chairman of a bench of magistrates, and the police are on the look-out for that sort of thing, but I have never heard of a case of a lorry being insufficiently lighted. Nearly all our cases, I am sorry to say, are of cyclists riding without lights.

Witness: We have had cases of cyclists being killed by motor-lorries in such circumstances.

The Chairman: Do you want a higher standard of lighting?—Yes. It must be sufficient to reveal the road some distance ahead.

Accidents Among Cyclists

Pedal cyclists, said Mr. Stancer, were numerically the largest class of road travellers on wheel vehicles. His club had a membership of 27,000. The relatively fragile character of the cyclist's mount rendered him almost invariably the chief sufferer in a collision with any other type of vehicle. For the past two years accidents to members averaged 500 a year, and the damages recovered, about £5,000.

In regard to driving licences, witness urged that consideration should be given to age, mental and physical fitness, and the

capability of the applicant; that in no circumstances should a licence be issued to any person under 18 years of age either in respect of a motor-car or motorcycle. They frankly recognised the difficulty of putting applicants through practical tests. There were far too many people driving cars whose eyesight rendered them dangerous.

The Chairman: But that also applies to cyclists?—Yes, but a cyclist can do so little damage. In collisions he is always the one to suffer.

You say that licences should not be granted to persons under 18. Would you prevent persons under 18 riding cycles?—No, because again, the cyclist can do so little damage.

But accidents have occurred through the faults of cyclists?—Yes, but those cases are very rare. That the cyclist's risks are small is shown by the fact that the rate of insurance works out at about 2d. per head. In the case of motor vehicles it is over 25.

Unlicensed Drivers
Mr. Stancer asserted that many drivers whose licences had been suspended still continued to drive on the road. If they were caught they were simply treated as cases of driving without a licence.

The Chairman: What is your remedy?—I suggest some very drastic penalty. At present such cases are treated as merely driving "without a licence."

The Chairman: Do you want a higher standard of lighting?—Yes. It must be sufficient to reveal the road some distance ahead.

Accidents Among Cyclists

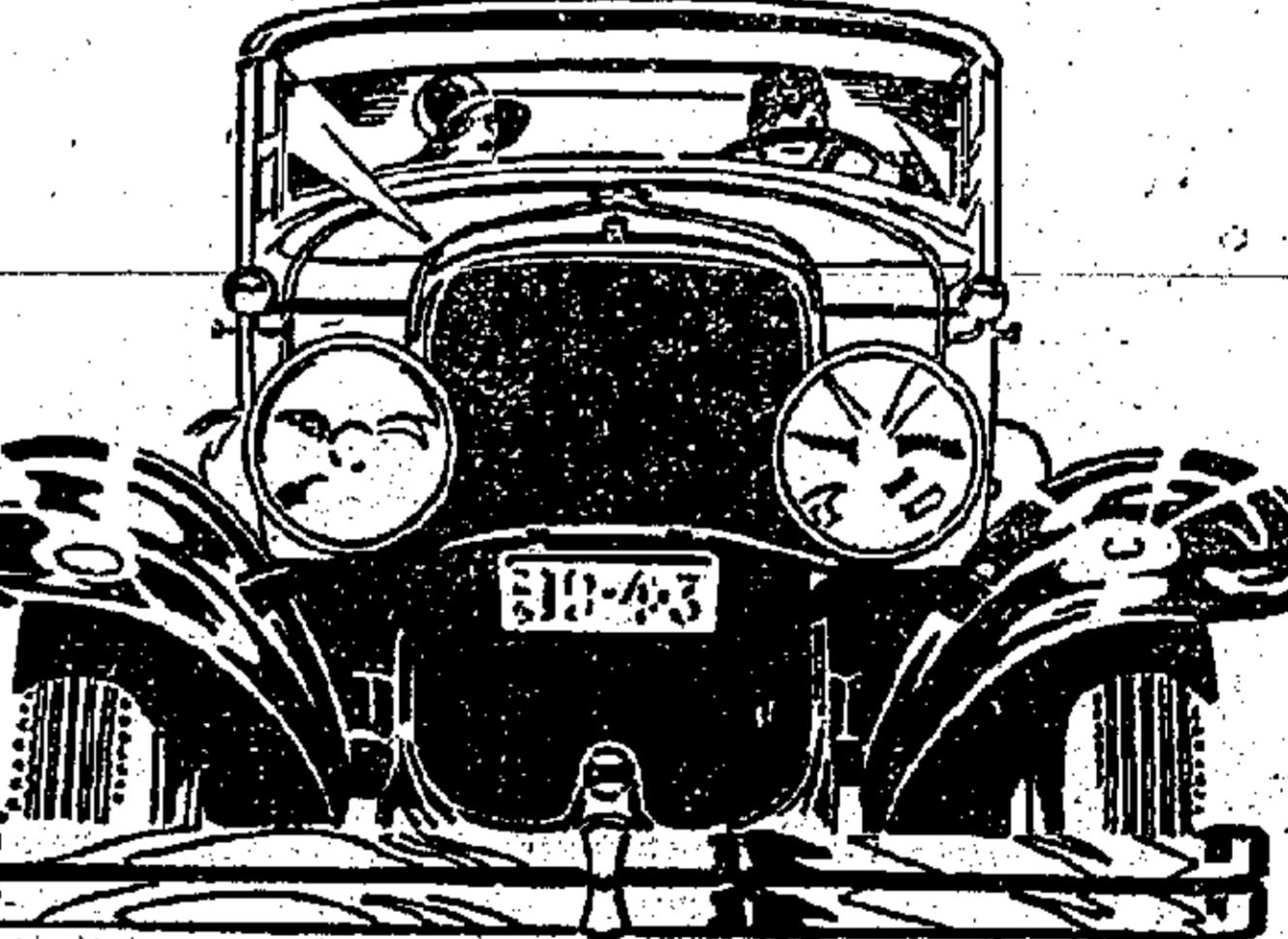
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New-type 4-wheel hydraulic internal brakes with moulded brake lining, giving instant and squeakless stopping in any weather.

New slender-profile radiator, new bowl-type lamps, with beautiful cowl lamps and cowl bar, all chromium plated.

New riding qualities from long resilient springs and hydraulic shock absorbers, front and rear.

New roominess in the long low-hung bodies, seating five adults with a surplus of comfort.

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CANTON'S MOTORS

WHAT LATEST FIGURES REVEAL

According to official statistics of the Bureau of Public Utilities, there are 500 motor-vehicles in Canton. While Fords and Buicks head the list of passenger cars, Graham Bros. lead in buses. The latter is preferred by the Municipality on account of the more roomy accommodation it can give.

The following are particulars of the different makes of motor vehicles registered:

Passenger Cars

Atrol-Johnston 1	Fiat 22.
Austin 8	Ford 39.
Bristone 1	Gardner 2.
Buick 39	Bray 2.
Chalmers 4	Haynes 2.
Chandler 9	Hudson 8.
Chevrolet 28	Hupmobile 9.
Chrysler 11	Lexington 1.
Citroen 4	Maxmon 1.
Dodge 24	Morris 2.
Durant 1	Maibohm 2.
Elcar 2	Maxwell 3.
Erskine 8	Mercer 1.
Essex 14	Nash 10.
Oakland 4	Oldsmobile 21.
Opel 3	Overland 25.
Paige 1	Pontiac 5.
Ruby 1	Singer 1.
Studebaker 33	Willys Knight 6.
Auburn 1	Berliet 1.
Armstrong Siddeley 1	Cadillac 1.

Buses

Brockway 4	Chevrolet 2.
Ford 11	Federal 8.
Fiat 2	Graham Bros. 22.
Reo 3	Thorneycroft 5.

Trucks

Carbile 1	Ford 18.
Chevrolet 12	G. M. C. 3.
Dennis 1	Maxwell 2.
Durkup 1	Reo 1.

Motor-Cycles

A.J.S. 3	B.S.A. 8.
Coventry Victor 1	Ferrot 1.
Francis Barnett 1	Harley-Davidson 11.
Indian 11	Monet Guyon 1.
Raleigh 1	Royal-Enfield 1.
Triumph 4	

In addition to the above, there are about 100 vehicles used by Army Headquarters bearing military licences.

TYRE LIFE

REGULAR INSPECTION ADDS MILES

"If we could only impress upon all motorists the importance of regular tyre inspections, thousands of extra miles of trouble-free service would be forthcoming," says the manager of the Dragon Motor Garage, the local, Firestone Service Dealers.

Just as the athlete who is in good physical condition can show his best performance, so the tyres that are kept in condition can give their best service. It pays in the thousands of extra miles to give tyres the benefit of routine service at regular intervals.

Firestone dealers are equipped to render a tyre service that saves money for the car owner. This includes a check-up of tyres, wheels and rims to see that they are in good shape for trouble-free service. The air pressure in each tyre is tested according to the Firestone specification chart. The valve operation of each tube is also checked to guard against slow leaks, a frequent cause of loss of tyre mileage.

Car owners who "play fair" with their tyres and have them inspected regularly will not only get better service from the tyres so far as performance is concerned, but will obtain much more mileage.

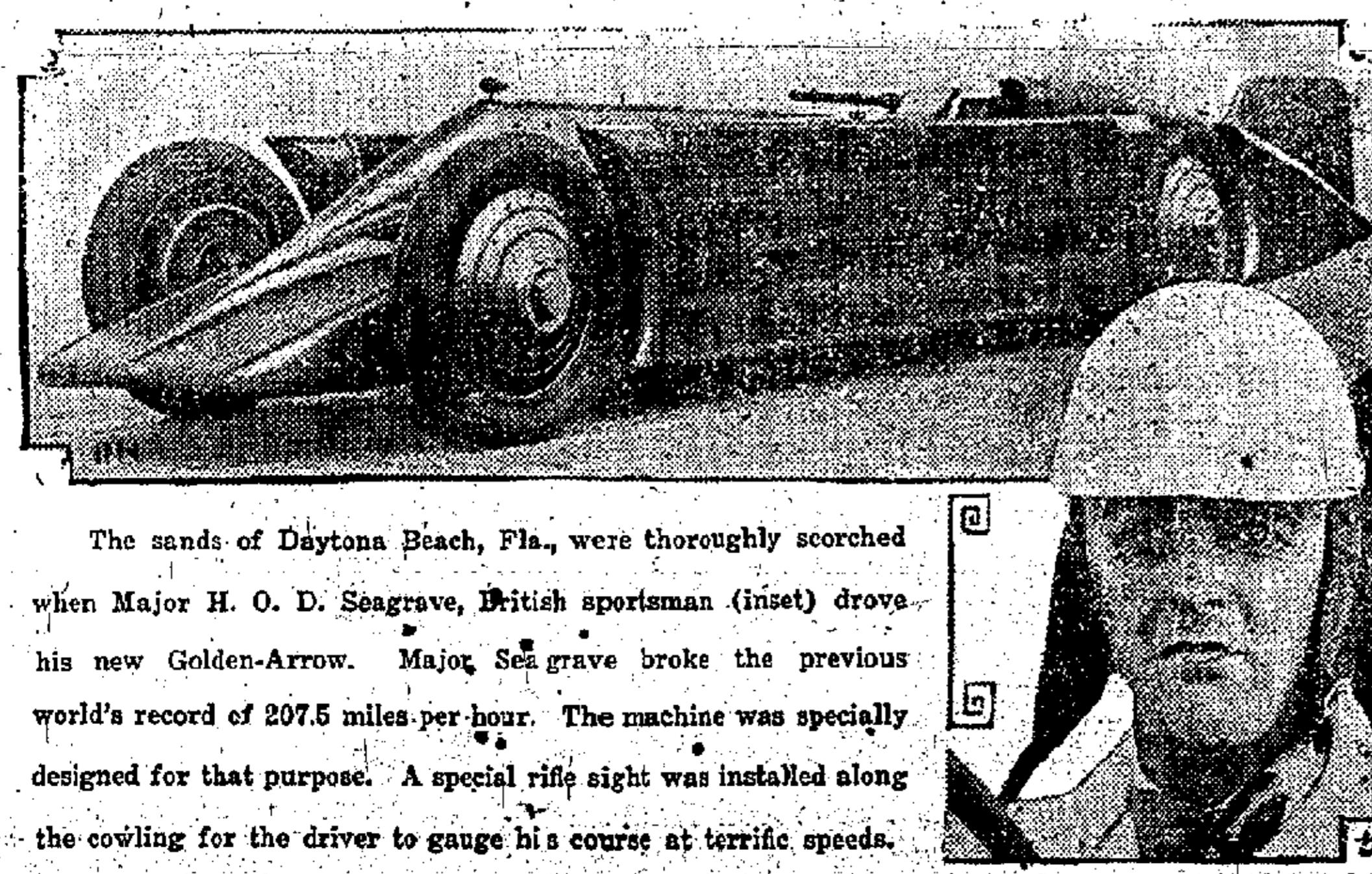
TROJAN

TRUCKS

As used by the R.A.F.

LANE, CRAWFORD'S GARAGE.

Fastest On Earth.



The sands of Daytona Beach, Fla., were thoroughly scorched when Major H. O. D. Seagrave, British sportsman (inset) drove his new Golden-Arrow. Major Seagrave broke the previous world's record of 207.5 miles per hour. The machine was specially designed for that purpose. A special rifle sight was installed along the cowling for the driver to gauge his course at terrific speeds.

ROLLS-ROYCE

ANOTHER SUCCESSFUL YEAR

BRITISH INDUSTRY

PRIVATE PRODUCTION IN 1928

At the twenty-second annual ordinary general meeting of Rolls-Royce, Ltd., Lord Wargrave (the chairman) said that the issued capital at £813,787 remained as last year. Sundry creditors, including reserves for taxation, had decreased by £49,489; this reduction was principally due to arrears of taxation paid during the year. The consolidated reserve fund was increased by £50,000 allocated from the 1927 accounts, and a further allocation of £40,000 was proposed that year.

On the assets' side property showed a small increase of £9,378 after ample depreciation. Stock-in-trade and work in progress showed a decrease of £101,919. Sundry debtors were £71,370 less than a year ago. This was the result of repayment by Automobiles Rolls-Royce (France), Ltd., of a loan in connection with their Paris premises, which were their own property. Cash in hand and at banks showed a decrease of £128,889, but this was offset by investments in gilt-edged securities of £227,652, which, together with cash in hand, amounted to £450,305, or £198,762 more than last year. That favourable cash position was principally the result of reduced working stocks and repayment of a loan by Automobiles Rolls-Royce (France), Ltd.

Profit and Dividend

The profit for the year amounted to £185,769, which, including the carry-forward from the previous year, gave £216,064 for disposal. The directors proposed to follow their inherently wise practice of building up reserves. They considered that a prosperous company like Rolls-Royce had an obligation to its staff for pensions, which, sooner or later, they must face. The directors recommended a dividend of 8 per cent, and a bonus of 2 per cent, which would absorb £81,379. They proposed to allocate the balance as follows: Income-tax £30,000; reserve fund, £40,000; carry-forward, £34,685.

It was with great regret that he had to report the resignation of their managing director, Mr. Basil Johnson, owing to ill-health. Mr. A. F. Sidgreaves, O.B.E., had been selected to the board and appointed managing director. Mr. Sidgreaves, who was their general manager and had for some time been sharing with Mr. Johnson the responsibility of the administration, had a unique knowledge of the motor business, having been closely connected with it during the past twenty-six years, and had held responsible positions in the management of the company for over eight and a half years. Mr. Arthur Wormald, their general works manager, who had been with them since the inauguration of the company, had been elected to a seat on the board, and Mr. W. Cowan had been appointed as their general manager.

Their holding in Rolls-Royce of America, Inc., did not and never had appeared in their accounts as an asset. Their holding was in the Common stock, which had not received a dividend since the inception of the company.

Increased Demand for Cars

They had not yet the final figures, but from reports received they were hopeful that 1928 would result in an improved position. The demand for Rolls-Royce cars had appreciably exceeded that of the previous year, not only in the home market, but also in the export markets of the world. They had unquestionably achieved great success in practically every country in which motoring was possible, and laid foundation for still greater increase of business in the future.

The Rolls-Royce car held its undisputed position as the best car in the world. During the past twelve months a further number of their new F aero engines had

been fitted to a large number of experimental types of Royal Air Force aircraft. These were rapidly completing their tests in a flight of Royal Air Force service machines intended for regular use in one of the permanent squadrons.

There could be no two opinions with regard to the national character of the property of Rolls-Royce, Ltd.

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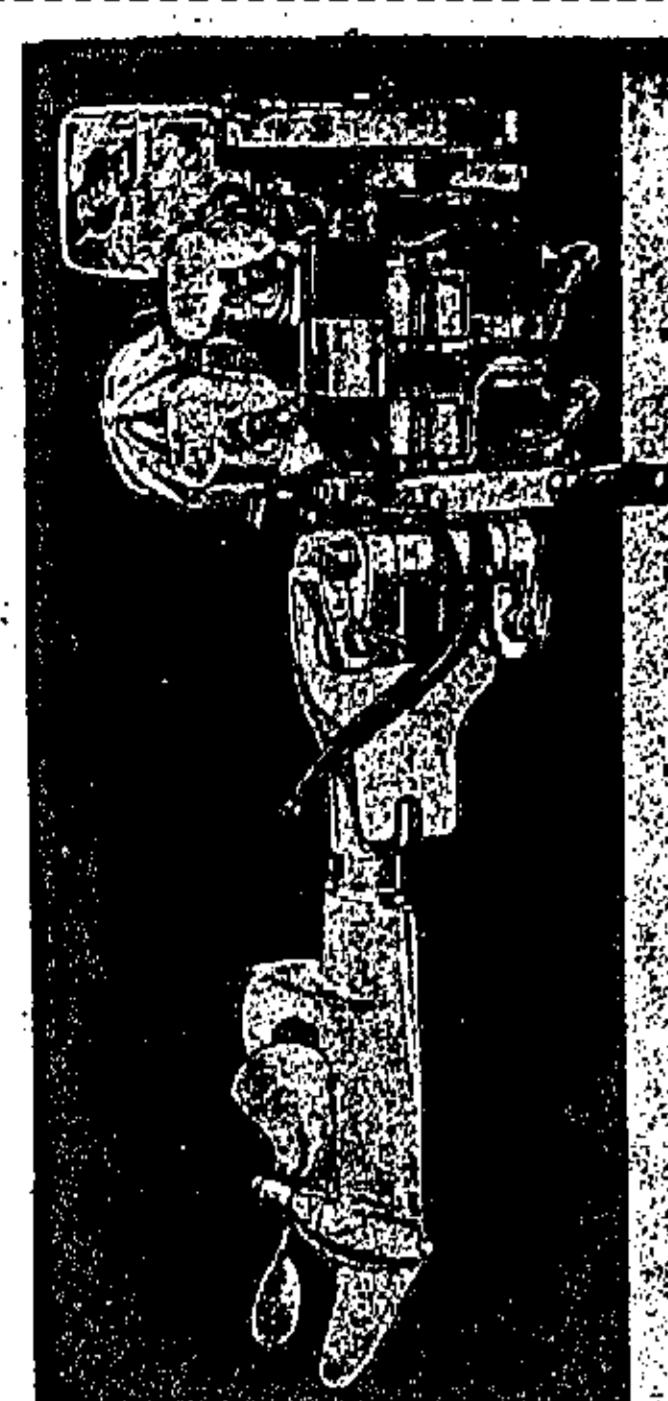
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If you want unfailing reliability and full outboard satisfaction.

"Elto" Outboard Motors are the result of over 25 years' experience in Outboard design, and whether you want a Motor for Racing, Cruising, or Utility Work, there is an Elto Model to meet your needs.

May we have the pleasure of demonstrating these motors to you?

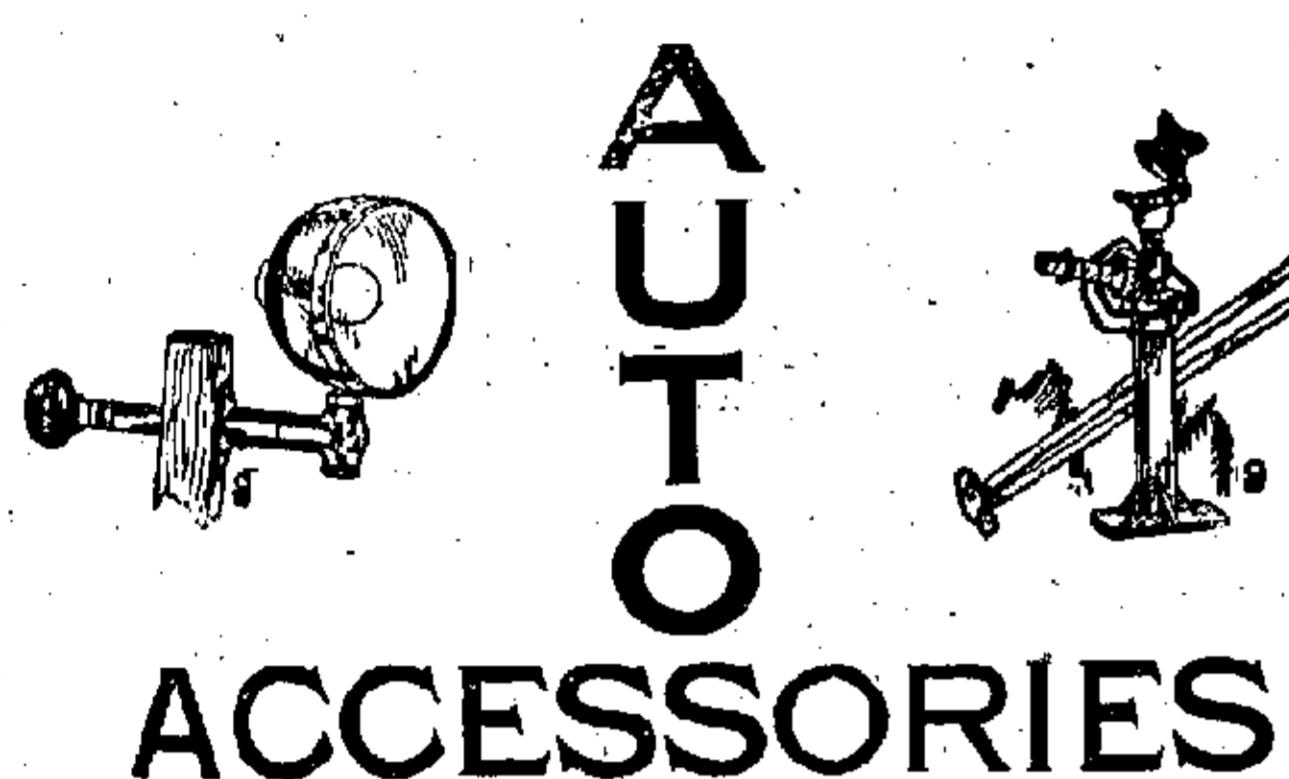
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Spare Parts
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etc., etc.

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etc., etc.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL.—Lane, Crawford, Ltd.

OUTBOARD MOTORS.—Rudolf, Wolff & Kew, 54 Queen's Road C., Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

TWO BAD BODIES

WARNING TO NEW BUYERS

At this season of the year a great many inexperienced motorists are ordering new cars; and many of them order coachwork which they afterwards learn to detest. Amidst the glamour of a showroom or in the fine colour printing of a catalogue, the look of a body is apt to dominate our minds; in prolonged ownership, it is practical convenience which counts. There are two very popular types of body against which most members of the public require to be warned, because their appearance is as attractive as their comfort is negligible.

Regret Their Choice

The first has been moribund in the minds of wise men for twenty years, but is endowed with a wholly undeserved immortality by a constant succession of new owners. It is the popular "two-seater with dickey." It makes an almost irresistible appeal to young married couples. For one thing, it looks far more dashing than the staid "tourer." Anyhow, they prefer to travel a deux, and their suitcases, which have not yet lost their honeymoon sheen, will travel so cosily in the flapped boot astern. So they select their "option," and before very long they regret their choice.

It is true that the owner of a four-seater is often driven to take on board persons whom he would far rather leave behind. But equally the man with the dickey quite frequently wishes to carry passengers whom he cannot relegate to the exposure and awkward acrobatics inseparable from the dickey—an abominable device, originally invented in a more snobbish age for the transport of menials. So elderly relatives and important people with whom one desires to ingratiate oneself have to share the front seat with the driver; and the recent bride has to be banished to the dickey, wherein, on any cold, wet day, she develops a temper, of which even the final week of the honeymoon failed to provoke any complete symptoms.

A "tourer" may occasionally prove much too large for the convenience of a childless couple; but a two-seater with dickey suffers from more intrinsic faults. If finance limits a young couple to keeping their original car for several years after the nursery has begun to fill, its shortcomings are the more violently apparent.

A Modern Innovation

The second fundamentally bad type of body is quite a modern innovation, and its weaknesses are the less realised. It is usually described as a "close-coupled saloon." At a casual glance one might take it for a coupe, which on paper is the ideal car for an affectionate couple of the same or different sexes, says the "New Statesman." It relieves one from the social necessities of harbouring unwanted guests. It offers full weather protection for a husband and wife, or two golfing friends, and their baggage. It looks extremely dashing.

Technically, one may perhaps claim that it is lighter than a saloon, and allows the engine to

Did Not Look For Cause of Car Accidents

In view of the widespread attention that has been directed to the cause of motor accidents during the past session, it is interesting to note that out of 864 deaths so caused during the year 1927, only a total of eighty, or nine per cent occurred at railway crossings. While the number is deplored, as being too many, there is reason for encouragement in the fact that government reports recently issued note a marked tendency towards a decrease in this percentage of crossing fatalities.

The year's total of 864 motor accidents compares with 606 during 1926, the increase largely reflecting the tremendous increase in the number of motor cars travelling on Canadian roads. During this five-year period, crossing fatalities for the two years were exactly the same, numbering eighty.

Thus, while the percentage of such fatalities in 1927 was nine, in 1926 it was over thirteen per cent.

It is interesting to note that the total death rate in Canada from motor accidents in 1927 was 8.1 per hundred thousand population, and for 1926 it was 6.6.

In the United States during 1926, the latest year for which figures are available, the rate was 18.2, or nearly three times our own. This fact, and also the diminishing percentage of crossing fatalities in Canada may be set down to the valuable safety campaign which has been carried on, and to the efforts that have been put forward both in the way of crossing protection and by the publicity in which latter direction they have been greatly aided by the public-spirited attitude of the press towards the matter.

The report of the Board of Railways Commissioners shows that four-five accidents occurred at protected crossings, and also that during 1927 there were seventy-four accidents as a result of motor vehicles running into the sides of trains, and twelve unfortunate attempts to beat the train. In the present, the report states: "Notwithstanding the fact that the railway authorities have issued many cautionary signals, people take chances and disregard safety."



Motor accidents are becoming more frequent. Every sane motorist deplores this. If accidents are to be lessened, the sane motorist must educate the culpably negligent motorists..."

In co-operating in the elimination of grade crossings, in supplying recognized and standard warnings with wig-wags and other devices the railways are doing all they can to help to make still further reduction of crossing accidents but they cannot do the work alone as is demonstrated by the report which shows that day by day the automobile driver "ignored warning, broke through gates," "did not look for the approach of train, father and daughter killed."

It is noted in the report that the cost of the accident was \$10 in 1926. These actual cuttings from the list of "dangerous practices" are from the report of the Board of Railway Commissioners.

A report issued by Dominion Bureau of Statistics states that in the Province of Quebec, Montreal is responsible for one half of all automobile deaths. Toronto's contribution to Ontario was only about one-third. Deaths in the city limits are frequent.



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Test Buick
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Winning more than twice as many buyers as any other automobile listing above \$1200 . . . by completely exploding the theory that "all cars are the same" and that it was next to impossible for any car to score a revolutionary advance in performance.

That is the achievement of the thrilling Buick of today; and that is the basic reason why Buick makes this simple, straightforward suggestion to motor car buyers—

Take a Buick—test it in direct comparison with any other car—let the test embrace all elements of performance...

Buick Motor Cars are available on very attractive hire purchase terms.

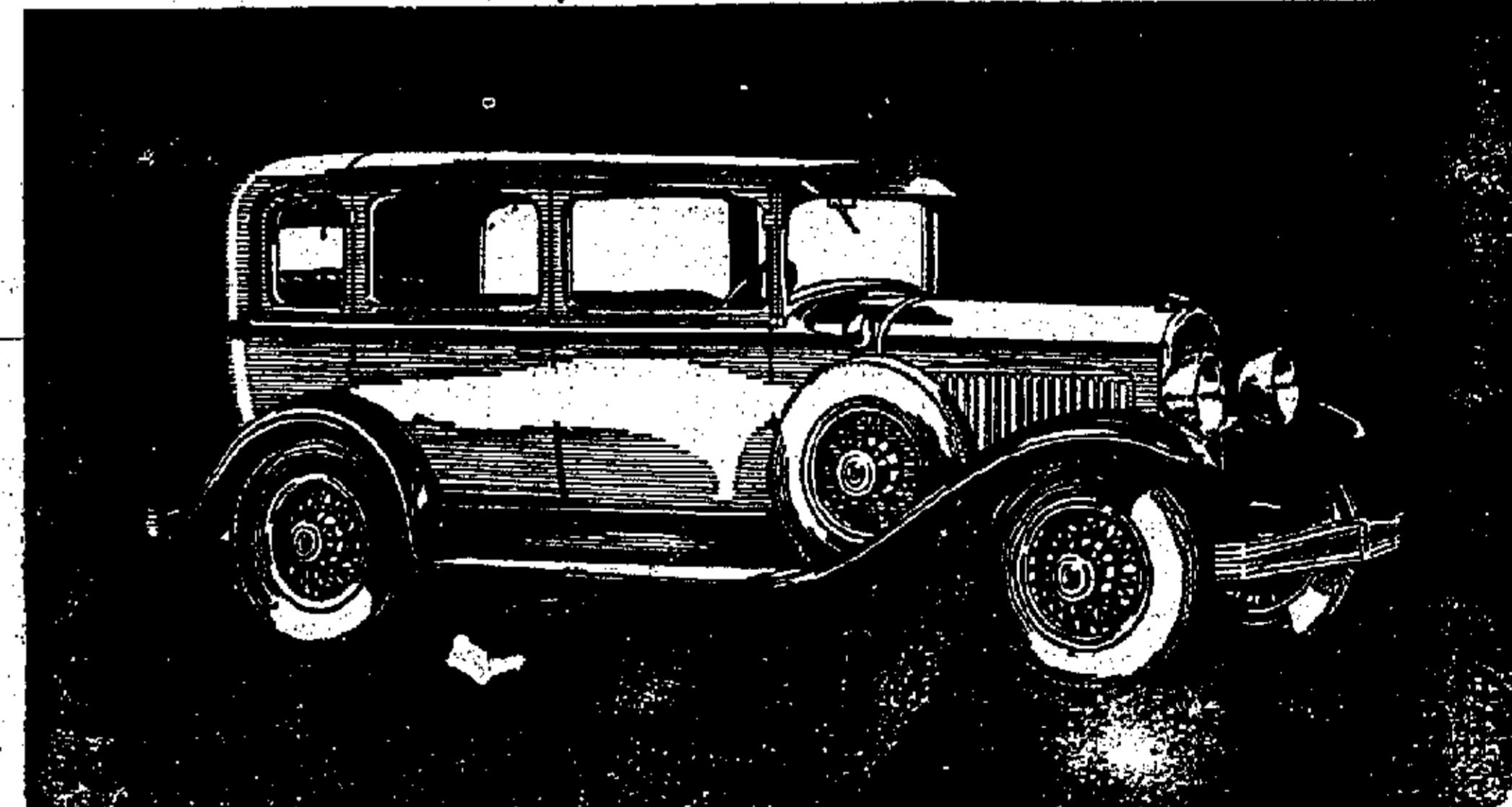
"The New Buick—The New Style"

Buick
WITH MASTERSPIECE BODIES BY FISHER

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

"Volume won through value"
the story of Chrysler success



New Chrysler "75" Royal Saloon (wire wheels extra)

WHY can Chrysler, in the new "75" and "65", give more than others can give?

Why do these cars vie, not with cars in their price group, but with cars costing far more?

Because—Chrysler begins with quality, wins volume through value, spreads the cost of quality and value over five great cars in five great markets, makes five great operations basically one, and by these savings is able to spend more in beautifying and enhancing the new "75" and "65".

They represent a new significance in style, in performance and in value-giving, and increase in buying power which affects the entire industry, up to the highest in price.

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The China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, APRIL 4, 1929.

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LONDON SERVICE.

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"MENELAUS" 3rd Apr. Marseilles, London, Rotterdam & Hamburg
"HECTOR" 16th May Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"EGYPTIAN" 20th Apr. Havre & Liverpool
"ASPHALTON" 2nd June Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KOB" & "YOKOHAMA" 10th Apr. New York, Boston & Baltimore
"TALTHIBUS" 20th Apr. Victoria, Vancouver & Seattle
"IXION" 11th May Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LAOMEDON" 10th Apr. New York, Boston & Baltimore
"BREXHOR" 8th May New York, Boston & Baltimore

INWARD SERVICE.

"DIOMED" Due 4th Apr. For Shanghai, Moi, Kobo & Yokohama
"ASPHALTON" Due 13th Apr. For Shanghai, Moi, Kobo & Yokohama

PASSENGER SERVICE.

"ANTERO" 17th Apr. Singapore, Marseilles & London
"HECTOR" 16th May Singapore, Marseilles & London

"Sails at daylight.
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POST OFFICE NOTICE.

LIST OF VESSELS EXPECTED TO BE IN WIRELESS
COMMUNICATION WITH HONG KONG TO-DAY.
Ruhr, Genzan Maru, Diomed, Tenyo Maru, Gletzarry, City of
Khios, Afrika, Sumatra Maru, Hakusan Maru, Kiangan, Kalgan,
Kwongtung, Kanagawa Maru, Burma Maru, Tjisondari, Kidderpore,
Sourabaya Maru.

INWARD MAIRS.

From	THURSDAY, APRIL 4.	To
Japan	Kanagawa Maru	
	FRIDAY, APRIL 5.	
Japan, Shanghai and Europe via Siberia,		
London; 16th March	Hakusan Maru	
Japan	Burma Maru	
SATURDAY, APRIL 6.		
U.S.A., Honolulu, Japan and Shanghai	President Monroe	
Shanghai & Swatow	Shantung	
SUNDAY, APRIL 7.		
Manila	Empress of France	
MONDAY, APRIL 8.		
Europe via Negapatam, (papers only) London	Taklwa	
March 7.		
Manila	President Lincoln	
U.S.A., Honolulu, Japan and Shanghai	President Cleveland	

OUTWARD MAIRS.

From	THURSDAY, APRIL 4.	To
Sam Shui and Wuchow	Kwong Hung	4 p.m.
Swatow	Kanchow	5 p.m.
Saigon	Shinchih	5 p.m.
Shanghai and Europe via Siberia	Hector	
* Registration	Apr. 4, 5 p.m.	
Letters	6 p.m.	
FRIDAY, APRIL 5.		
Sandakan	Mausang	8.30 a.m.
Manila	Texas	12.30 p.m.
Haiphong	Tonkin	1.30 p.m.
Swatow, Amoy and Foochow	Haining	2 p.m.
Straits, Mombasa, Lourenco Marques and South Africa	Kanagawa Maru	2.30 p.m.
Shanghai	Diomed	2.30 p.m.
Parcels for Germany via Hamburg	Leverkusen	3.30 p.m.
Formosa	Franconia	4 p.m.
Tourane	Chung Kong	5 p.m.
Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Hakusan Maru (Due Marseilles, 5th May.)	
	K.P.O.	
	Registration Apr. 5, 4.30 p.m.	
	Letters Apr. 6, 9 a.m.	
	G.P.O.	
	Registration Apr. 6, 8.45 a.m.	
	Letters 9.30 a.m.	
SATURDAY, APRIL 6.		
Manila, Australia and New Zealand via Brisbane	Burma Maru (Due Brisbane, 23rd April.)	
	Registration Apr. 6, 8.15 a.m.	
	Letters 9 a.m.	
Manila	President Monroe	5 p.m.
SUNDAY, APRIL 7.	Klangsu	9 a.m.
Bangkok via Swatow	Kianzan Maru	9 a.m.
Swatow, Amoy and Formosa		

*Correspondence bearing vessel's name only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 34, Wyndham Street, Hong Kong

CURTAILMENT OF OIL PRODUCTION

A HITCH

U. S. ATTORNEY-GENERAL'S IMPORTANT RULING

OIL OFFICIAL'S OPINION

Washington, Yesterday.

The Secretary of the Interior has informed the Petroleum Institute that the Attorney General has ruled that the Federal Oil Conservation Board has no power to approve of the curtailment of oil production. The announcement has caused a slump in the leading oil shares.

The president of the Petroleum Institute expresses the opinion that the ruling will not stop the curtailment of production though it might retard the complete success of that movement.—Reuter's American Service.

[A New York telegram, dated March 27, stated, *inter alia*:—The directors of the American Petroleum Institute have unanimously approved of the American oil industry's plan to curtail the production of crude oil to the 1928 average. This means a cut of 170,000 barrels daily in the United States and a reduction of output in the Mexican, South American and Western Hemisphere fields controlled by the Royal Dutch Group. The plan includes a recommendation—for the formation of a permanent organisation to study serious over-production throughout the world. Simultaneously a meeting of oil-owners in California decided to curtail the average production by at least 138,000 barrels.—Another cable also appears on page 2.]

"SOUTHERN CROSS"

AEROPLANES' FRUITLESS SEARCH

TORRENTIAL RAINS

Sydney, Yesterday.

Nothing has been heard of the Southern Cross fliers, piloted by Captain Kingsford Smith and Mr. Ulm, since their forced landing near Wyndham.

The aeroplane searching for them left Cairnryan for Derby and flew over the Prince Regent river area. Two other aeroplanes from Canberra, detailed to join the search, were held up through torrential rains in New South Wales, Queensland, and the Northern Territory, which flooded the aerodromes.

The telegraph between Derby and Wyndham is interrupted, and native runners are searching the sparsely populated country in the neighbourhood of Wyndham.—Reuter.

A NEW POST

A "CONSULTING MANAGER" FOR CHINESE RAILWAYS

APPOINTMENT MADE

New York, Yesterday.

Mr. J. Mantell, ex-Vice President of the Erie Railway, has been appointed consulting manager of the Chinese railways.—Reuter.

COLT'S

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AND OTHER PRODUCTS

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